

OCTOBER 2021



Unified Transit Management Plan

2020-2021





Acknowledgments

Scott County and SCALE are grateful for the support of our steering committee and supporting staff who made this plan possible:

Steering Committee Members

Bob Coughlin, *Chair, Savage City Councilmember*
Mike Beard, *Scott County Commissioner*
Jody Brennan, *Shakopee City Councilmember*
Kevin Burkart, *Prior Lake City Councilmember*
Cary Coop, *Belle Plaine City Councilmember*
Bill Heimkes, *Jordan City Councilmember*
Josh Johnson, *Mystic Lake Hotels Operations*
Judy Mack, *Savage Resident*
Bill Schneider, *Sand Creek Township Supervisor*
Rik Seiler, *New Prague City Councilmember*
Tom Terry, *Elko New Market City Administrator*
Jon Ulrich, *Scott County Commissioner*

Transit Providers

Aaron Bartling, *Minnesota Valley Transit Authority Planning Manager*
Alan Herrmann, *Scott County TransitLink Transit Supervisor*
Ben Picone, *Minnesota Valley Transit Authority Transit Planner*
John Swanson, *Scott County TransitLink Transit Supervisor*

Scott County Staff

Nathan Abney, *Scott County Transportation Planner*
Lisa Freese, *Scott County Transportation Services Director*
Craig Jenson, *Scott County Transportation Planning Manager*
Monika Mlynarska, *Scott County Transportation Planner*

Consultant Team: Kimley Horn



TABLE OF CONTENTS

INTRODUCTION	5
VISION	6
GOALS	6
COVID-19 PANDEMIC	7
CHAPTER 1: BACKGROUND	10
ACCOMPLISHMENTS	10
TRANSIT CAPITAL LEVY COMMUNITIES (TRANSIT TAXING DISTRICT)	11
RELATED PLANS	12
CHAPTER 2: LAND USE, POPULATION AND EMPLOYMENT	15
FUTURE GROWTH	17
POPULATIONS THAT RELY ON TRANSIT	19
SHAKOPEE MDEWAKANTON SIOUX COMMUNITY TRANSIT	19
MAJOR EMPLOYMENT CENTERS & EMPLOYEES	20
TRAVEL PATTERNS	21
YOUTH POPULATION SURVEY RESULTS	22
LAND USE	23
ACTIVITY CLUSTERS	23
TRANSIT MARKET AREAS	24
CHAPTER 3: LOCAL FIXED ROUTE AND MICRO TRANSIT	26
FIXED ROUTE TRANSIT	26
MINNESOTA VALLEY TRANSIT AUTHORITY (MVTA)	28
LAND TO AIR	29
MYSTIC LAKE TRANSIT AND SHUTTLE SERVICE	30
OTHER FIXED ROUTE SERVICES	31
NORTHFIELD METRO EXPRESS	31
SPECIAL EVENT SERVICE	31
STATE FAIR SHUTTLE	31
ON-DEMAND PUBLIC TRANSIT SERVICE	31
MVTA CONNECT	31
SOUTHWEST PRIME	32
CHAPTER 4: MOBILITY MANAGEMENT, DEMAND RESPONSIVE AND EMERGING TECHNOLOGIES	35
MOBILITY MANAGEMENT & SMARTLINK	35
DEMAND-RESPONSIVE TRANSPORTATION (DIAL-A-RIDE)	36
VOLUNTEER DRIVER	37
HUMAN-SERVICES TRANSPORTATION	38
METRO MOBILITY	38
PRIVATE PROVIDERS	38
SHARED VEHICLE PROGRAM	39
LIVE WELL AT HOME GRANT	39
NON-EMERGENCY MEDICAL TRANSPORTATION	39
RIDESHARING	40
TRAVEL DEMAND MANAGEMENT	41
GUARANTEED RIDE HOME	41



VANPOOL & CARPOOL PROGRAMS	41
TRANSPORTATION MANAGEMENT ORGANIZATION	41
EMERGING TECHNOLOGIES	42
ELECTRIC VEHICLE CHARGING STATIONS	42
AUTONOMOUS VEHICLE TECHNOLOGY	43
ENTERTAINMENT ROUTE PILOT PROJECT	43
CHAPTER 5: PUBLIC TRANSPORTATION FACILITIES	47
BUS STOP	47
PARK-AND-RIDES	47
FIRST AND LAST MILE SOLUTIONS	50
TRANSIT ADVANTAGES	51
TRANSIT ADVANTAGES ON TH 13 CORRIDOR	52
MOBILITY HUBS AND MICRO HUBS	53
MOBILITY HUB	53
MICRO HUB	54
CHAPTER 6: REGIONAL TRANSIT SERVICES	56
INTER-CITY RAIL	57
169 TRANSITWAY	58
ORANGE LINE	59
ORANGE LINE EXTENSION	56
SOUTHWEST LIGHT RAIL EXTENSION	60
EAST-WEST TRANSIT STUDY	60
CARVER AND LE SUEUR COUNTY CONNECTIONS	61
CARVER COUNTY	62
LE SUEUR COUNTY	62
CHAPTER 7: TRANSIT FUNDING	64
FEDERAL FUNDING SOURCES	64
5311(F) INTERCITY BUS PROGRAM	64
SECTION 5310: ENHANCED MOBILITY OF SENIORS AND PEOPLE WITH DISABILITIES	64
SECTION 5335: NATIONAL TRANSIT DATABASE	65
FEDERAL FUNDING TRENDS	65
STATE FUNDING SOURCES	66
STATE GENERAL FUNDS	66
STATE GENERAL OBLIGATION BONDS	66
LIVE WELL AT HOME GRANTS	66
MOTOR VEHICLE SALES TAX REVENUE	66
SUBURBAN TRANSIT PROVIDERS SHARE OF MVST	67
REGIONAL FUNDING SOURCES	68
TRANSIT CAPITAL LEVY COMMUNITIES (TRANSIT TAXING DISTRICT)	68
LOCAL FUNDS	69
SCOTT COUNTY TRANSPORTATION SALES TAX	69
SHAKOPEE MDEWAKANTON SIOUX COMMUNITY (SMSC)	70
FUTURE FUNDING OUTLOOK	70
TRANSPORTATION POLICY PLAN	70
CURRENT TRANSIT EXPENDITURES	74



SMARTLINK MOBILITY MANAGEMENT	74
CAPITAL EXPENDITURES	74
OPERATING EXPENDITURES	74
MVTA	74
CAPITAL EXPENDITURES	75
OPERATING EXPENDITURES	75
GOVERNANCE	76
SMARTLINK	76
MVTA	76
CHAPTER 8: RECOMMENDATIONS	78
LAND USE, POPULATION AND EMPLOYMENT	78
LOCAL FIX ROUTE AND MICRO TRANSIT	80
MOBILITY MANAGEMENT, DEMAND RESPONSIVE AND EMERGING TECHNOLOGIES	81
PUBLIC TRANSPORTATION FACILITIES	83
REGIONAL TRANSIT SERVICES	84
TRANSIT FUNDING AND GOVERNANCE	85

FIGURES

FIGURE 1: TRANSIT TIMELINE	5
FIGURE 2: PLAN GOALS	6
FIGURE 3: 2020 METRO TRANSIT RIDERSHIP	7
FIGURE 4: SMARTLINK TRANSIT RIDES PER MONTH	8
FIGURE 5: MVTA RIDERSHIP 2019 VS. 2020	8
FIGURE 6: RELATED PLANS	10
FIGURE 7: SCOTT COUNTY BY THE NUMBERS	15
FIGURE 8: SCOTT COUNTY CITY POPULATIONS	16
FIGURE 9: SCOTT COUNTY TOWNSHIP POPULATIONS	16
FIGURE 10: 2040 LAND USE DESIGNATIONS	18
FIGURE 11: 2040 POPULATIONS THAT RELY ON TRANSIT	19
FIGURE 12: EMPLOYMENT INFLOW AND OUTFLOW, 2017	21
FIGURE 13: TRANSIT PROVIDER USED BY SURVEY RESPONDENT	22
FIGURE 14: SCOTT COUNTY ACTIVITY CLUSTER LOCATIONS	23
FIGURE 15: TRANSIT MARKET AREAS	25
FIGURE 16: SCOTT COUNTY FIXED ROUTE OPERATORS	27
FIGURE 17: MVTA BY THE NUMBERS	28
FIGURE 18: LAND TO AIR ROUTE MAP, HWY 169 CONNECTION	29
FIGURE 19: MYSTIC LAKE CASINO SHUTTLE	30
FIGURE 20: NORTHFIELD METRO EXPRESS BUS	31
FIGURE 21: MVTA CONNECT SERVICE AREA	32
FIGURE 22: SOUTHWEST PRIME SCOTT COUNTY SERVICE AREA	32
FIGURE 23: SMARTLINK MOBILITY MANAGEMENT ORGANIZATIONAL UMBRELLA	36
FIGURE 24: SMARTLINK BUS	36
FIGURE 25: SMARTLINK TRIP PERFORMANCE	37
FIGURE 26: SMARTLINK NUMBER OF VOLUNTEERS	38
FIGURE 27: HOP SCOTT SERVICE LOGO	39
FIGURE 28: LYFT SERVICE AREA /UBER SERVICE AREA	40



FIGURE 29: EV CHARGING STATION	42
FIGURE 30: AUTONOMOUS VEHICLE	43
FIGURE 31: ENTERTAINMENT ROUTE PILOT PROJECT	44
FIGURE 32: SCOTT COUNTY PARK & RIDE, PARK & POOL AND TRANSIT CENTER LOCATIONS	48
FIGURE 33: SCOTT COUNTY PARK & RIDE USER DESTINATION	48
FIGURE 34: FIRST- LAST MILE DIAGRAM	50
FIGURE 35: CURRENT & FUTURE TRANSIT ADVANTAGES IN SCOTT COUNTY	51
FIGURE 36: INLINE BUS STATION	52
FIGURE 37: TH 13 CORRIDOR IMPROVEMENTS	52
FIGURE 38: EXAMPLE OF MOBILITY HUB AMENITIES AND SERVICES	53
FIGURE 39: MARSHALL ROAD MOBILITY HUB CONCEPT	53
FIGURE 40: MICRO HUB MOBILITY CONCEPT	54
FIGURE 41: REGIONAL TRANSIT SERVICES IN SCOTT COUNTY	56
FIGURE 42: US 169 RECOMMENDED IMPROVEMENTS	58
FIGURE 43: ORANGE LINE MAP	59
FIGURE 44: SOUTHWEST LIGHT RAIL EXTENSION MAP	60
FIGURE 45: CSAH 42 TRANSIT CORRIDOR	61
FIGURE 46: SCOTT COUNTY FUNDING SOURCES	64
FIGURE 47: TRANSIT CAPITAL LEVY COMMUNITIES DISTRICT MAP	68
FIGURE 48: SCOTT COUNTY TRANSPORTATION SALES TAX PROJECTS	69
FIGURE 49: TRANSPORTATION POLICY PLAN FUNDING SOURCES	71
FIGURE 50: CURRENT AND FUTURE TRANSITWAYS UNDER CURRENT REVENUE SCENARIO	72
FIGURE 51: CURRENT AND FUTURE TRANSITWAYS UNDER INCREASED REVENUE SCENARIO	73
FIGURE 52: MVTA OPERATING EXPENDITURES 2019. VS. 2020	75
FIGURE 53: MVTA OPERATING REVENUE 2019 VS. 2020	75

TABLES

TABLE 1: RELATED PLANS	13
TABLE 2: CURRENT AND FUTURE POPULATION COUNTS	17
TABLE 3: SCOTT COUNTY EMPLOYERS	20
TABLE 4: MVTA TRANSIT ROUTES AND STATUS	31
TABLE 5: 5310 APPROPRIATIONS	65



INTRODUCTION

Over 20 years ago, transit service in Scott County was minimal, and what little service existed was fragmented. In August 2000, at the request of the Metropolitan Council, Scott County hosted a discussion on transit services provided in the Scott County Area. As a result, the County, the City of Shakopee, and the City of Prior Lake worked together to prepare the Scott County Area Transit Study, finalized in 2002. This study identified gaps in transit service in the County and the need for additional services. In 2003, Scott County along with the Cities of Shakopee and Prior Lake formed the Transit Review Board (TRB) to oversee transit in the County. The TRB commissioned several studies such as the Scott County Transit Demand Analysis in 2003, and the Unified Transit Management Plan (UTMP) in 2005. The first UTMP was a collaborative effort with elected officials from each of the cities in Scott County serving as the steering committee for the plan. The UTMP was a comprehensive study that evaluated the existing public transit services in Scott County and made recommendations for future improvements. This plan established the framework for the transit system in Scott County as it exists today.

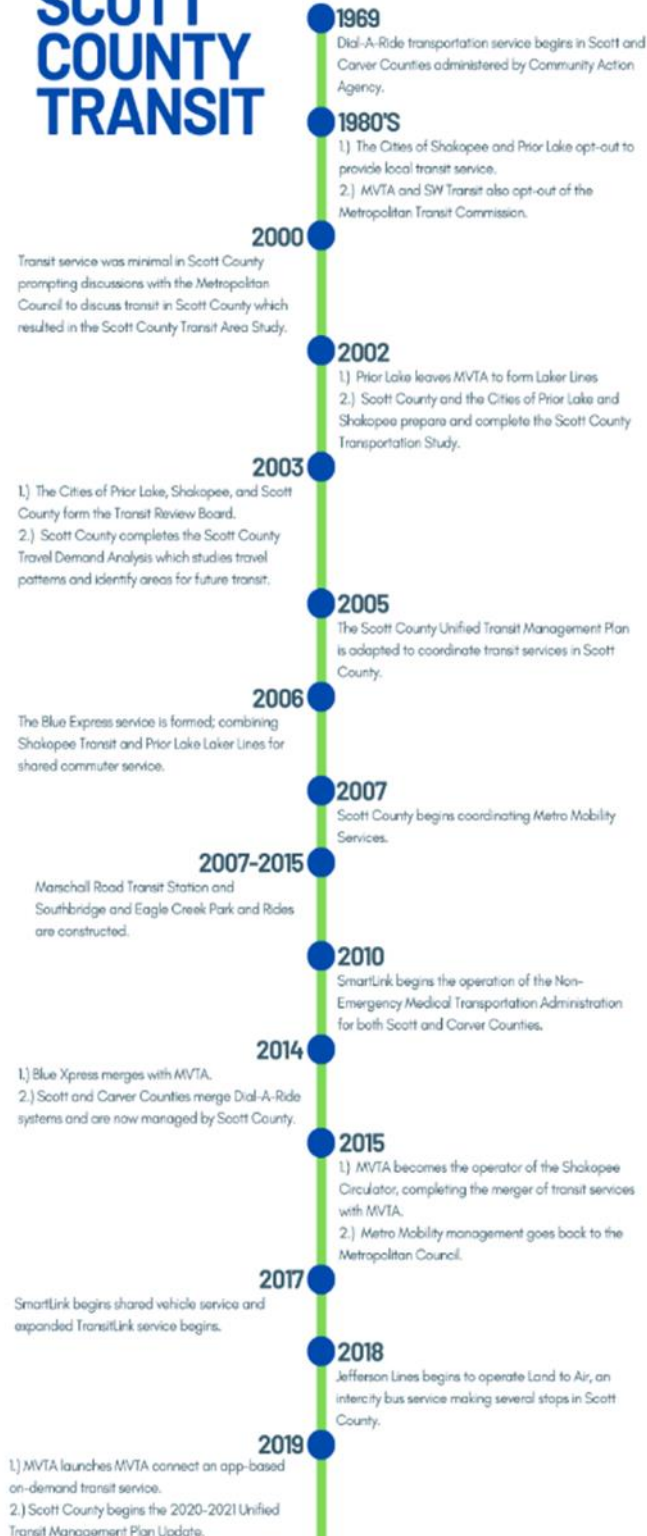
Scott County has changed greatly in the past 15 years: socially, economically, and physically. Given the continuous population growth in Scott County, this UTMP update is an important community-driven step to coordinate transit service with population, employment growth, and an aging population. The plan includes a major focus on recommendations that can be achieved through local investment. The 2020 SCALE UTMP steering committee consisted of representatives from each Scott County community, a township representative, local citizens, the Minnesota Valley Transit Authority (MVTA), the Mystic Lake Casino/Shakopee Mdewakanton Sioux Community, and various county committees.

The Scott County UTMP is a comprehensive plan for the county's transit network. This plan includes a range of mobility solutions that will maintain or improve the quality of life for Scott County residents over the next 15 years. This plan presents recommended public transportation procedures; service, facility, and infrastructure improvements; and land use, funding, and governance considerations to achieve the county's public transportation goals and objectives.

FIGURE 1: TRANSIT TIMELINE

A BRIEF HISTORY OF

SCOTT COUNTY TRANSIT





The UTMP is intended to be an adaptable opportunity-driven document for the next 10-15 year timeframe, reflecting the market and taking advantage of opportunities as they present themselves. Scott County recognizes the uncertainty of planning during the COVID-19 pandemic and this plan was prepared with the understanding that flexibility will continue to be required as the long-term impact of the pandemic on transportation systems becomes clear.

VISION

Scott County will be served by an integrated, efficient, and economical transit system that meets the mobility needs of all residents. Transit planning and services will be provided through a collaboration of stakeholders including residents, government organizations, transit providers, private agencies, and the business community. A well-designed transit system will support safety, mobility, and economic development.

GOALS

The guiding goals of UTMP developed by the UTMP steering committee represent the outcomes the County hopes to achieve through improvements to transportation and mobility. All components of this plan seek to achieve one or more of the goals identified below:



FIGURE 2: PLAN GOALS



COVID-19 PANDEMIC

At the time of the publication of this document, the COVID-19 pandemic has substantially changed the way people travel locally and regionally. The shelter-in-place orders have drastically modified commute patterns and reduced transit ridership. As seen in Figure 2: Metro Transit Service Levels and Ridership, all modes of transit have been impacted by changing transportation patterns due to COVID-19. The graphic compares the change in both the level of service provided and total ridership from September 2019 to September 2020. As shown in Figure 3: 2020 Metro Transit Ridership, while many of the transit services operating in 2020 provided levels of service similar to 2019, total ridership was universally down across all modes. This impacted the county's portions for transportation revenue, employment, future expansion, and funding revenue. In Scott County, both Transit Link (dial-a-ride) and Medical Assistance trips saw a significant decline after the start of the pandemic compared to 2019, as shown in Figure 4: SmartLink Transit Rides Per Month.

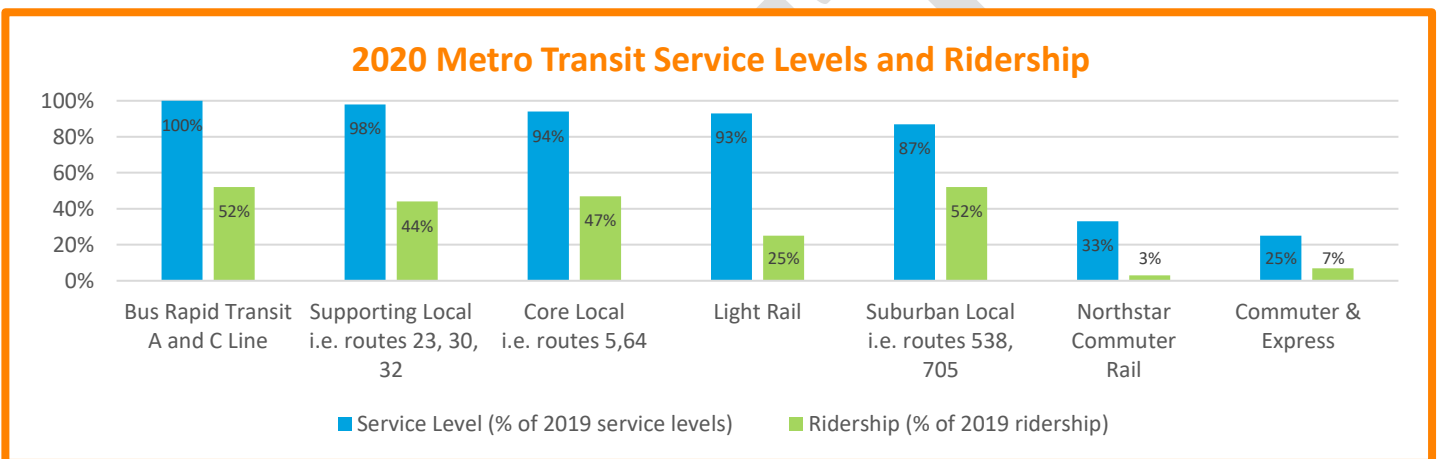


FIGURE 3: 2020 METRO TRANSIT RIDERSHIP (SOURCE: METROPOLITAN COUNCIL)

MVTA, Scott County's main transit service provider has also seen a historic decline in usage, particularly in their express service into downtown Minneapolis from the Eagle Creek, Southbridge, and Marshall Road Transit Station park and rides. MVTA reduced or eliminated express service from Savage, Shakopee, and Prior Lake during the pandemic. This change is reflected in Figure 5: MVTA Ridership 2019 vs. 2020. With the rise in teleworking during the pandemic and the unknown long-term effects on work habits, analyzing the park and rides and express service will be critical to understand new travel trends and better adapt service post-COVID-19. Although this data represents just a snapshot in time, both local and regional transit will need to be continually evaluated after the outbreak subsides to determine if travel patterns return to normal operating levels. Due to the unknown nature of the pandemic's long-term effects, service changes due to COVID-19 are not addressed in this plan. However, future analysis related to COVID-19 is noted as a future recommendation.

Although, ridership has seen a significant decline the pandemic has highlighted that there is still a core group of Scott County residents that rely on transit daily and these transit services are critical for accessing essential jobs. These new trends provide an opportunity to reimagine how we travel in Scott County. The recommendations presented in this report are adaptable to this new mobility landscape that we see emerging after the COVID-19 pandemic.

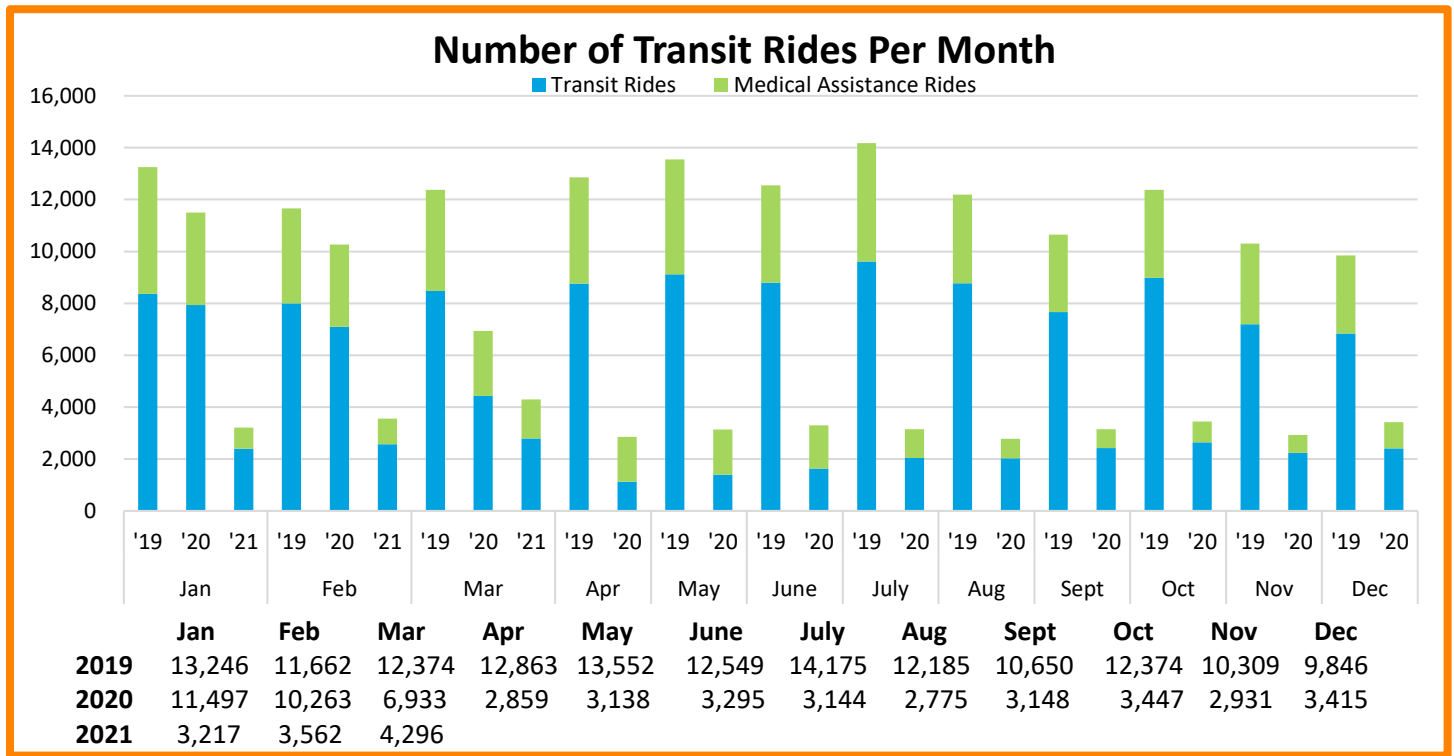


FIGURE 4: SMARTLINK TRANSIT RIDES PER MONTH (SOURCE: SMARTLINK)

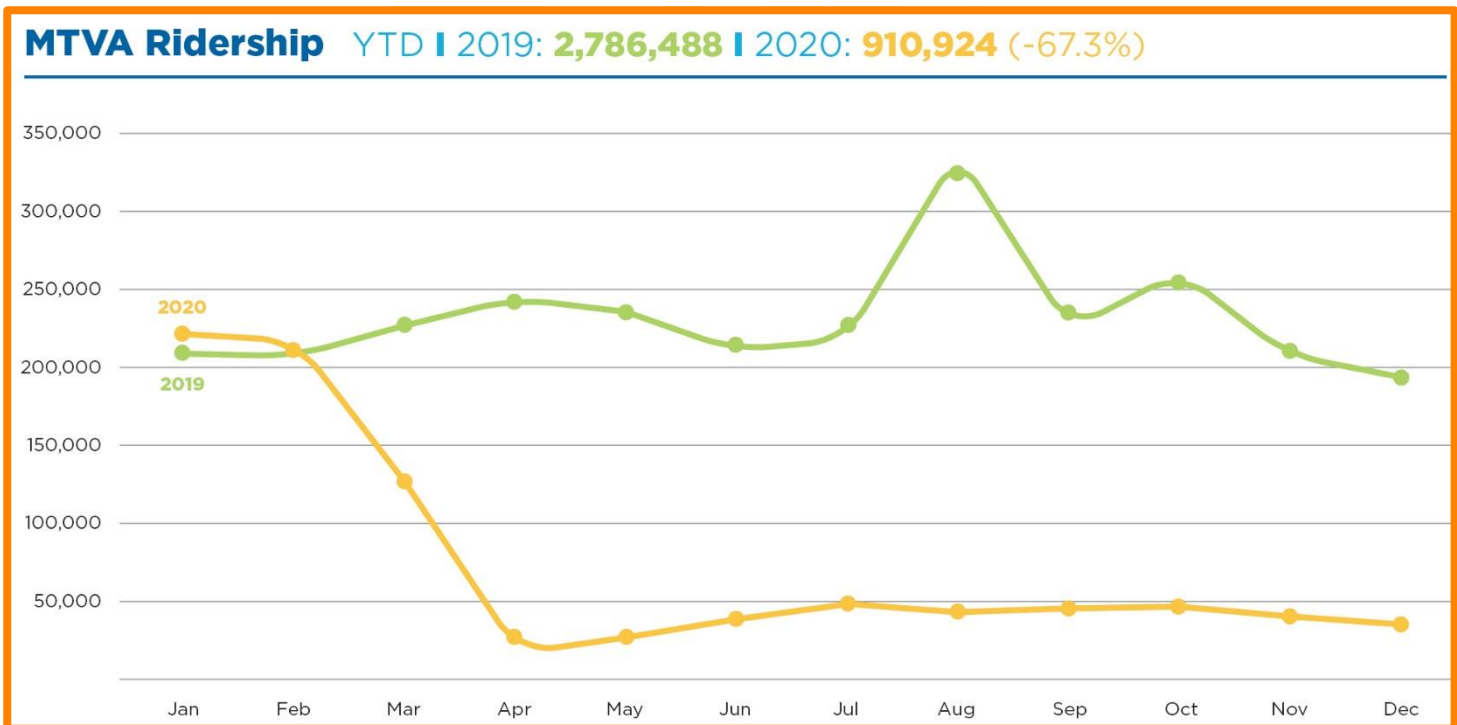


FIGURE 5: MVTA RIDERSHIP 2019 VS 2020 (SOURCE: MVTA)



CHAPTER ONE:

Background



Chapter 1: Background

This chapter provides a background of identified action items from the previous UTMP developed in 2005. Identifying and understanding these accomplishments provides critical background for future planning in Scott County that builds on previous successes. The chapter also identifies existing studies that will provide context and analysis for the plan development, as well as a brief overview of current transit service and operations in Scott County.

Accomplishments

The 2005 Unified Transit Management Plan (UTMP) focused largely on capital investments which initiated new transit options, including consolidation of dial-a-ride services within Scott and Carver Counties, and developing express service to employment centers outside of Scott County. There are many projects outlined in the 2005 UTMP that have been accomplished.

Dial-a-Ride

- Consolidated the Carver County and Scott County dial-a-ride services for greater efficiency
 - Scott County is the lead agency and operator
 - Managed by a Joint Mobility Management Board
 - Scott and Carver residents can travel within both counties on one transit service without transfers
 - In Scott County only, the Dial-a-Ride program was expanded to include evening and weekend service

ADA Service

- SmartLink Mobility Management became the provider of ADA transit services in both Scott and Carver Counties
- In 2015, the Metropolitan Council restructured the ADA transit service areas and service design
- Metro Mobility became the regional provider of ADA services, with the transit taxing district area in Scott County

Mobility Management

- In 2015, a Mobility Management Board was formed, advised by a User Group and a Providers Group
 - The User Group is composed of customers or users of transit service in Scott and Carver Counties, and the Providers Group is composed of transit providers.
- Scott County Mobility Management started a Shared Vehicle and Travel Trainer Program.
 - A Travel Trainer was implemented to market available transit services and educates users on how to use transit services.

Fixed Route

- In 2003, Scott County joined with the Cities of Prior Lake and Shakopee to form a Transit Review Board.
- The City of Prior Lake established Route 444 between Prior Lake and downtown Minneapolis.
- MVTA provides State Fair transit service from MRTS in Shakopee.
- In 2014, the Cities of Shakopee, Prior Lake, and Scott County opted to become members of the Minnesota Valley Transit Authority, thus MVTA became the primary fixed-route provider for Scott County.
- In 2015, MVTA's route 490 was started providing connects express service between Mystic Lake, Eagle Creek Park and Ride, Marshall Road Transit Station, Southbridge Crossings Park, and Ride, and downtown Minneapolis.
- In 2016, the legislature appropriated \$2 million to the Suburban Providers to establish a suburb-to-suburb service. Using those funds, the 495 route was established by MVTA providing service between the Marshall Rd Transit Station and the Mall of America in Bloomington, Burnsville Transit Station, and the Marshall Road Transit Station.
- In 2018, the Amazon Fulfillment Center was added to MVTA route 495 to provide transit service for Amazon employees.



Park and Rides

- Construction of three park and rides
 - Eagle Creek: 563 vehicle accommodation
 - Southbridge: 460 vehicle accommodation with expansion opportunity up to 761 stalls
 - Marschall Road Transit Station
 - 435 vehicle accommodation
 - Bus garage
 - Heated waiting area
 - Customer service personnel available Monday- Friday from 7:00am to 3:30pm

Inter-City Transit Service

- In 2017, Land to Air Express added the Highway 169 Connection which serves Minnesota State University-Mankato, the City of Mankato, Gustavus Adolphus College in St. Peter, the City of St. Peter, the City of Le Sueur, City of Belle Plaine, the City of Jordan, City of Shakopee at Marschall Road Transit Station (MRTS), the Mall of America in the City of Bloomington, the Union Depot with Amtrak service in St. Paul, and the Minneapolis Bus Depot.

County Participation

- In 2015, a 0.5% Transportation Sales Tax was passed in Scott County with municipal support.
 - Of funds collected through the Transportation Sales Tax, a one-time \$1 million lump sum was given to MVTA for capital expenditures, and \$550,000 is provided for operating expenses annually.
 - SmartLink Mobility Management was provided \$300,000 in funding for enhanced operating service.

Service Delivery

- In 2010, Scott County began operating the Dial-A-Ride service for both Scott and Carver Counties for operational efficiency.
- In 2014, MVTA with the assistance of Scott County received a CMAQ grant for a Golden Triangle, Bren Road Express Service. This route went into operation in 2019.
- In 2019, MVTA launched MVTA Connect, an on-demand pilot program. MVTA Connect is an app-based, on-demand public transit service in Savage and west Burnsville.
- Mystic Lake Casino started its “last mile solution” that provides a shuttle service to and from Marschall Road Transit Station for their guests and employees.

Transit Capital Levy Communities (Transit Taxing District)

Regular route service is primarily provided by the Metropolitan Council and the suburban transit providers (MVTA, SW Transit, Plymouth Metrolink, and Maple Grove Transit) within the Transit Capital Levy Communities, the communities within the seven-county region where a property tax is levied to pay for transit capital needs. According to the Metropolitan Council, the Transit Capital Levy Communities are established by state law but have been changed in response to the growing region, most recently with the additions of Lakeville, Forest Lake, Columbus, and Maple Plain.



- The Cities of Lakeville, Forrest Lake, Columbus, and Maple Plain are the most recent additions to the Transit Taxing District based on growth and development.
- In Scott County the northern Cities of Shakopee, Prior Lake and Savage are part of the Transit Taxing District.



Related Plans

Many county, transit provider, and regional plans, programs, and initiatives contain transportation-related policies and goals that have influenced the Unified Transit Management Plan Update. The recommendations in this plan support and advance these related plans and policies to achieve a unified vision of transit in Scott County. A comprehensive summary of related plans can be found below:

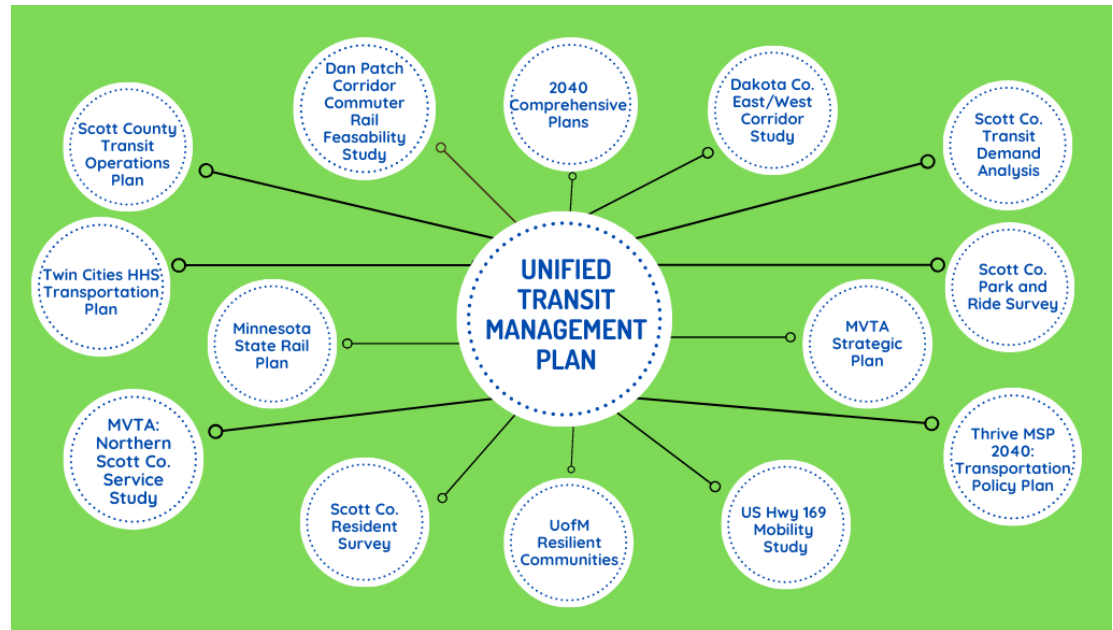


FIGURE 6: RELATED PLANS

Related Plan	Year	Summary
Dan Patch Corridor Commuter Rail Feasibility Study	2001	The study of the Dan Patch Corridor was initiated to examine the feasibility of commuter rail within the corridor from Northfield to the Twin Cities metro passing through the City of Savage and Scott County.
Scott County Transit Operations Plan	2012	The operations plan provided an overview of existing transit operations in Scott County, including commuter services and transit-dependent programs like SmartLink Mobility Management.
Minnesota State Rail Plan	2015	The purpose of the State Rail Plan is to guide the future of both freight and passenger (intercity) rail systems and rail services in the state.
MVTA: Northern Scott County Service Study	2015	This study examined existing service, unmet needs, connection opportunities, prospects for local service, and opportunities for collaboration with other ongoing studies.
Dakota County East/West Corridor Study	2016	The Highway 42 study guides planning for the future of this regional roadway. The study identifies design considerations, areas of expansion preservation, and what projects should be implemented in the future.
Scott County Transit Demand Analysis	2017	The analysis aggregated 2014 Scott County Longitudinal Employer-Household Dynamics (LEHD) data by Traffic Analysis Zones (TAZ) and Census Block Groups. The analysis also studied five principal arterial corridors.
MVTA: Strategic Plan	2018	The Strategic Plan creates a blueprint for the growth of the agency over five years driven by five principles: Increase and Strengthen Partnerships; Promote MVTA Brand; Provide Real-Time Information; Provide Customer Support and Feedback; and Explore Last-Mile, Special Event, and Other Innovative Services.
Thrive MSP 2040: Transportation Policy Plan	2018	This plan sets policies for the region's transportation system and is an important tool used for planning and funding for jurisdictions throughout the region. This plan is informed by Thrive MSP 2040, the region's long-term development plan. The 2040 TPP also contains funding plans for the region's transportation network based on different scenarios.



Related Plan	Year	Summary
US Hwy 169 Mobility Study	2018	The study identified and evaluated cost-effective options for improving transit and reducing congestion on Hwy 169 between Shakopee and Hwy 55 in Golden Valley. The study focused on several transit service options, including a Highway Bus Rapid Transit (BRT) service, MN PASS Express Lanes, lower cost/ high benefit improvements, and expanded local bus service.
University of Minnesota Resilient Communities	2018-2019	During the 2018-2019 academic year, Scott County collaborated with students from the University of Minnesota on community-identified projects that engaged students to provide information, ideas, and new perspectives to advance local programs and projects.
Scott County Resident Survey	2019	The survey provided residents with the opportunity to rate the quality of life in the county, as well as service delivery and their satisfaction with the County government. The survey was administered by mail to 2,500 randomly selected households in January 2019.
Scott County 2040 Comprehensive Plan	2019	This plan supports the development of a robust future mobility system to minimize auto-dependence. Supported elements include park and ride development, bicycle and pedestrian facilities, transit, mobility management, and travel demand management strategies. There are no specific measures called for under this plan, just identification of methods that can be used to improve transit utilization.
Scott County Park and Ride Survey	2019	In July of 2019, Scott County worked with SRF consultants to conduct a park and ride survey at the county's three park and ride locations. The purpose of the survey was to learn about trip patterns, performances, and identify areas for improvement. The survey also utilized the Metropolitan Council's 2018 Annual Park and Ride System Report to analyze regional trends in the park and ride system.
Twin Cities Public Transit and Human Services Transportation Coordinated Plan	2020	The plan was developed to support the coordination of transportation services between public, private, and nonprofit transportation and human services providers, with a focus on people with disabilities, older adults, and people with low incomes. The plan identifies barriers and challenges faced by both riders and providers of these services and identifies strategies and potential work to be done to address these barriers.

TABLE 1: RELATED PLANS





CHAPTER TWO:

Land Use, Population, and Employment



Chapter 2: Land Use, Population and Employment

Scott County is located in the southwest corner of the Twin Cities Metropolitan Area and has a long and diverse history. The Minnesota River Valley within the county is the ancestral home to the Dakota people. Today the Shakopee Mdewakanton Sioux Community holds tribal land within Scott County. Scott County's boundaries are defined by the Minnesota River to the north and west, Highway 19 to the south, and Interstate 35 to the east. The 8 major cities in the county include Shakopee, Prior Lake, and Savage in the northern portion of the county. Smaller towns include New Prague, Jordan, Belle Plaine, and Elko New Market. In early 2021, Credit River Township was granted a petition to officially become the City of Credit River (the most recent data reflects Credit River as a township).

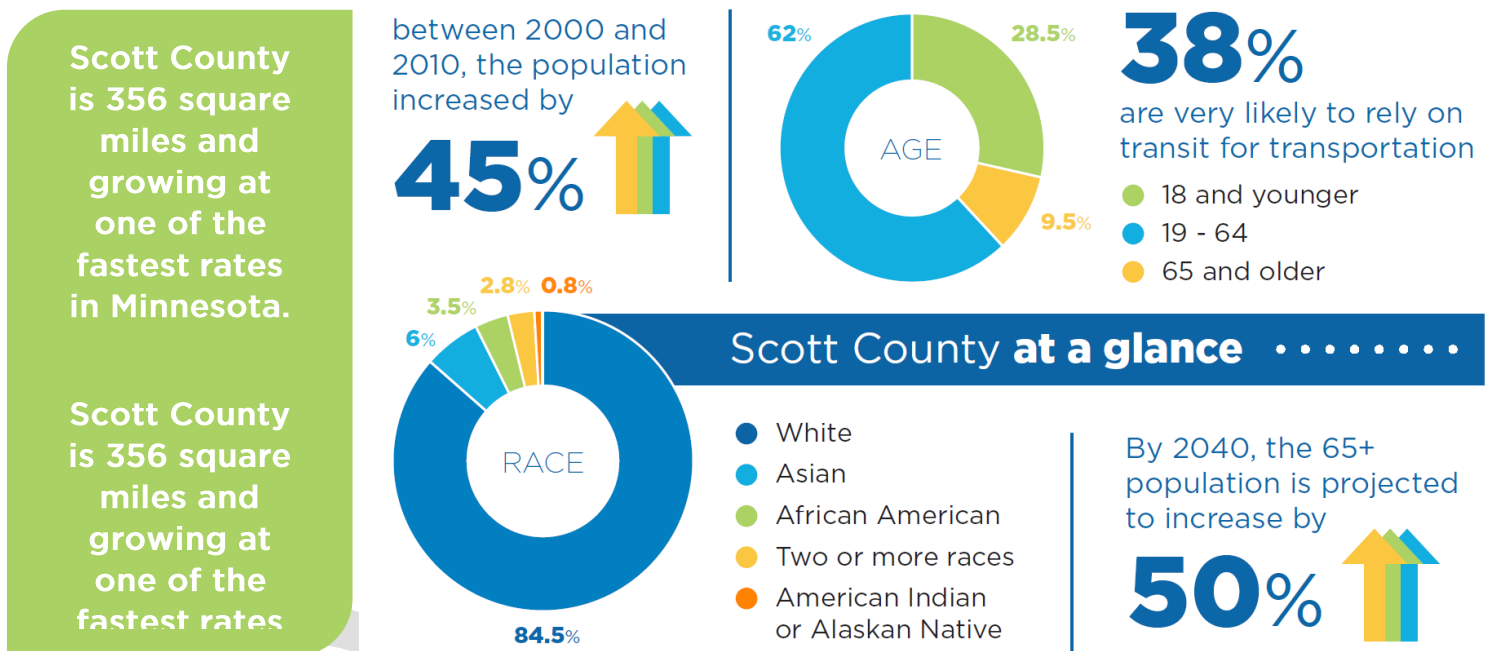


FIGURE 7: SCOTT COUNTY BY THE NUMBERS

The County is 356 square miles and is one of the fastest-growing counties in Minnesota. Between 2000 and 2010 the population of Scott County increased by 40,430 people or 45%. This significant growth is evident when comparing the population from the original 2005 UTMP to today. Each City has experienced some form of growth as illustrated in Figure 7: Scott County by the Numbers. Areas of the County outside the cities' boundaries are organized into 10 townships. Scott County townships currently have mostly rural land uses, although in recent years several townships are becoming more suburban due to annexation and development. As of 2017, an estimated 141,462 people were residing in Scott County. Population forecasts predict the county will continue to grow, and by 2040 there may be an estimated 199,520 people residing in Scott County.

Scott County remained a predominantly agricultural community through the 1930s. With an increased demand for housing and the proliferation of the automobile, northern portions of the county began suburbanizing through the 1970s. The Bloomington Ferry Bridge opened in 1995, creating a major crossing point of the Minnesota River. Scott County residents could now more easily commute for employment into the Twin Cities metropolitan area north of the Minnesota River, resulting in steady population and housing growth in the northern portions of the county. Most of the new housing stock is low-density with predominantly single-family homes.

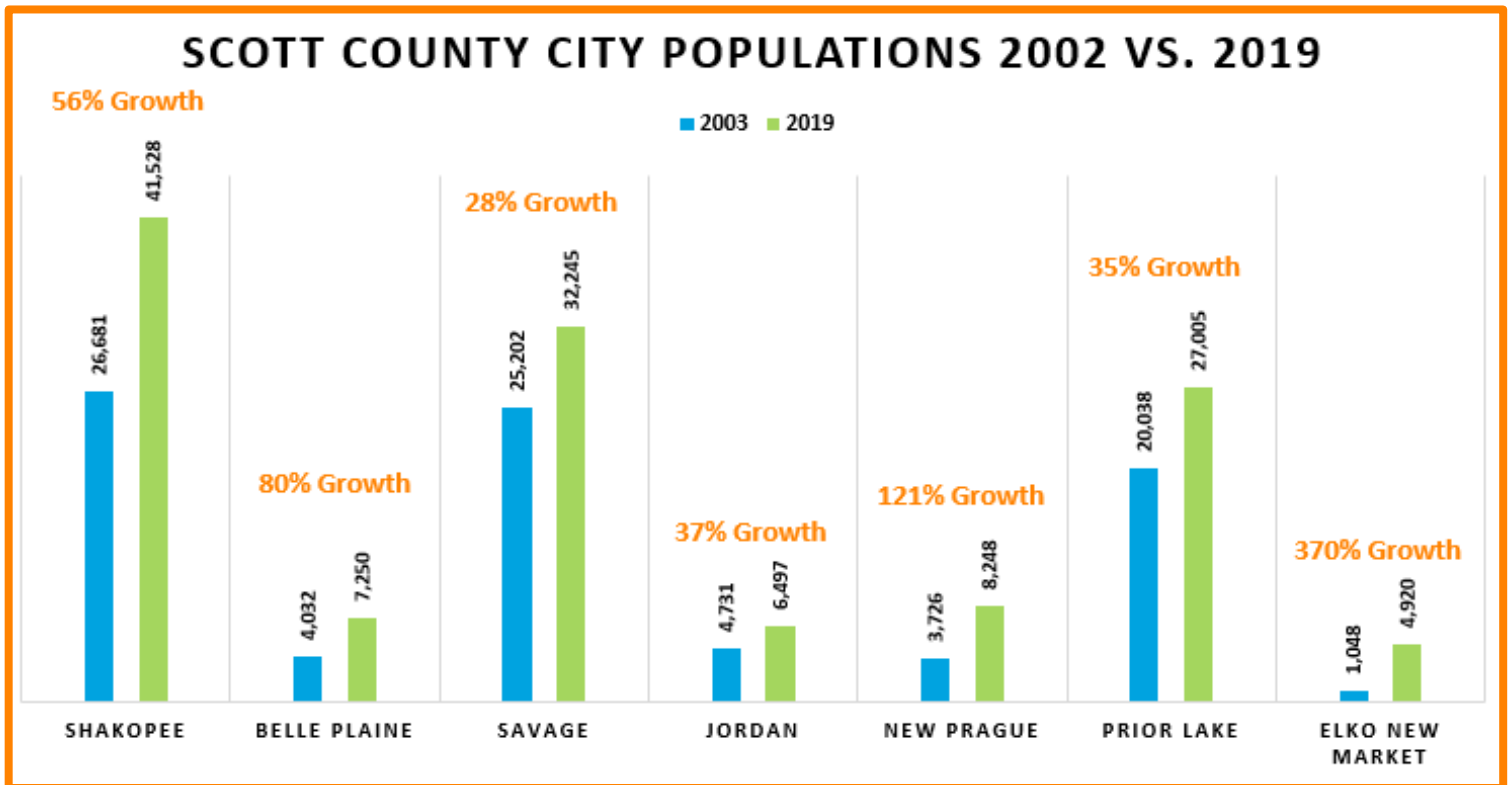


FIGURE 8: SCOTT COUNTY CITY POPULATIONS (SOURCE: US CENSUS)

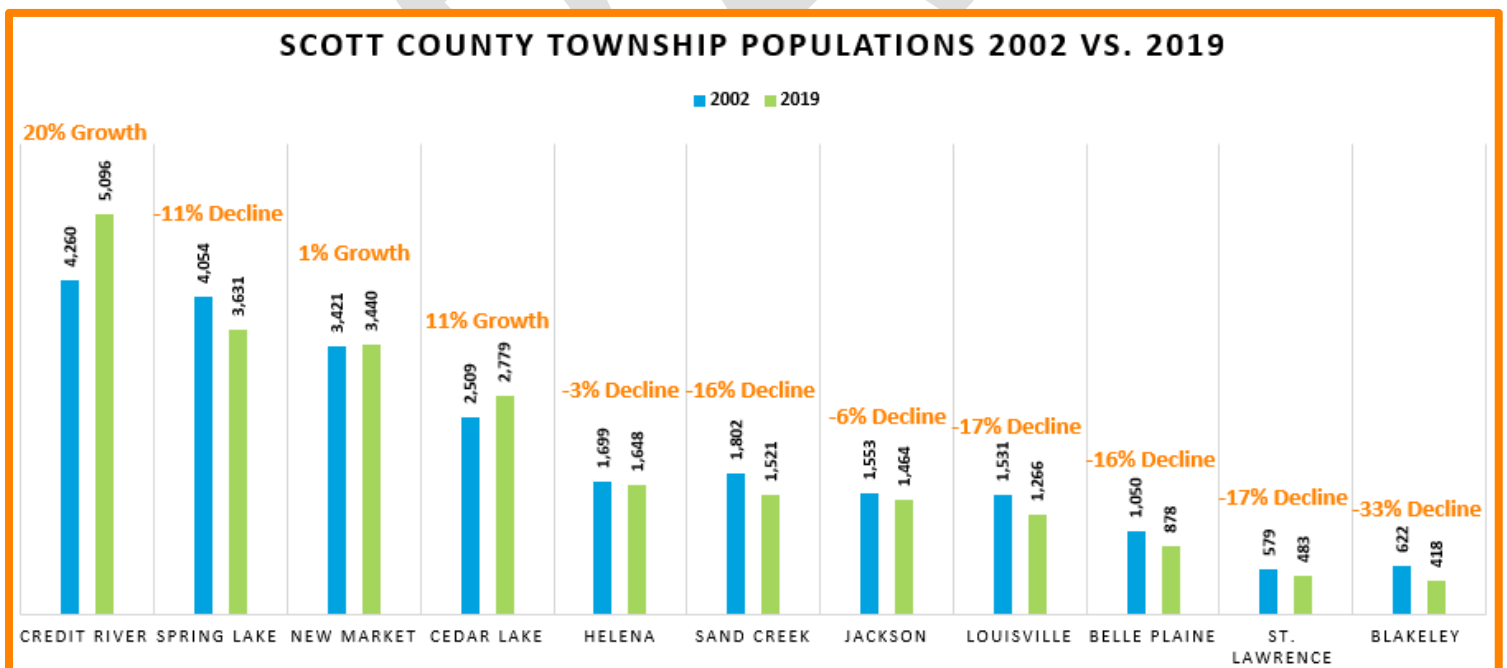


FIGURE 9: SCOTT COUNTY TOWNSHIP POPULATIONS (SOURCE: US CENSUS)



Future Growth

According to the Scott County 2040 Comprehensive Plan, Scott County is projected to continue growing at a steady rate, as seen in Table 2: Current and Future Populations Counts. By 2040, Scott County projections estimate that Scott County will have up to 199,520 residents. According to the population projection model, most of the population growth between 2020 and 2040 is expected to occur in the county's northern cities. The southern centers of Belle Plaine, Elko New Market, and Jordan are forecasted to see the greatest rate of population change over the next two decades due to their existing modest population size. The rural townships are projected to have smaller growth rates; with a handful projected to lose population by 2040. Scott County is projected to become even more urbanized by 2040, with nearly 88 percent of the population residing in the cities and 12 percent in the townships. Annexation and development are the leading cause of the decline in population in the townships.

As the County continues to grow, there are opportunities for the County to develop in a way that is conducive to

City/Township/ Tribal	Census 2000	Census 2010	2020	2030	2040	% Change 2010 – 2040
Belle Plaine	3,789	6,661	7,800	10,100	12,600	89%
Elko New Market	804	4,110	6,100	8,600	11,900	190%
Jordan	3,833	5,470	6,900	8,300	9,900	81%
New Prague (pt)	3,157	4,280	4,960	6,100	7,200	68%
Prior Lake	15,917	22,206	27,500	32,500	37,600	69%
Savage	21,115	26,911	33,400	37,400	41,100	53%
Shakopee	20,568	36,946	43,000	48,100	53,100	44%
Belle Plaine TWP	806	878	860	820	800	-9%
Blakeley TWP	496	418	400	390	390	-7%
Cedar Lake TWP	2,197	2,779	3,070	3,340	3,610	30%
Credit River TWP	3,895	5,096	5,200	5,500	5,600	10%
Helena TWP	1,440	1,648	1,720	1,710	1,690	3%
Jackson TWP	1,361	1,464	1,490	1,440	1,420	-3%
Louisville TWP	1,359	1,266	1,270	1,270	1,280	1%
New Market TWP	3,057	3,440	3,420	3,350	3,340	-3%
St. Lawrence TWP	472	483	510	530	530	10%
Sand Creek TWP	1,551	1,521	1,440	1,390	1,360	-11%
Spring Lake TWP	3,681	3,631	3,790	4,130	4,180	15%
Scott County	89,498	129,928	153,750	176,260	199,520	53%

TABLE 2: CURRENT AND FUTURE POPULATION COUNTS (SOURCE: SCOTT COUNTY 2040 COMPREHENSIVE PLAN)

providing high-quality transit service alongside other tools that encourage community and economic development. Cities can evaluate and support development patterns that provide households with opportunities to be less auto dependent. This includes requiring complete sidewalk and trail systems in new developments, integrating workforce housing and other more affordable housing opportunities within or within walking distance of employment areas, and allowing retail convenience services at a neighborhood level to provide access via walking. Cities can also plan, zone, and incentivize developers and housing partners to focus the development of the workforce, affordable, and supportive



housing in locations near existing mobility hub locations or fixed transit routes or in areas where logical service extension is feasible and can be supported.

Figure 10: Scott County 2040 Land Use Designations, shows the 2040 land use designations of all the cities within the County. Areas shown in blue have the highest propensity for sustainable transit demand. These areas are where population and employment are concentrated; including medium and high-density residences, central business districts, commercial districts, business parks, mixed-use developments, planned unit developments, and employment centers. The areas shown in yellow are single-family residences where on-demand or alternative transportation services could best serve this land use.

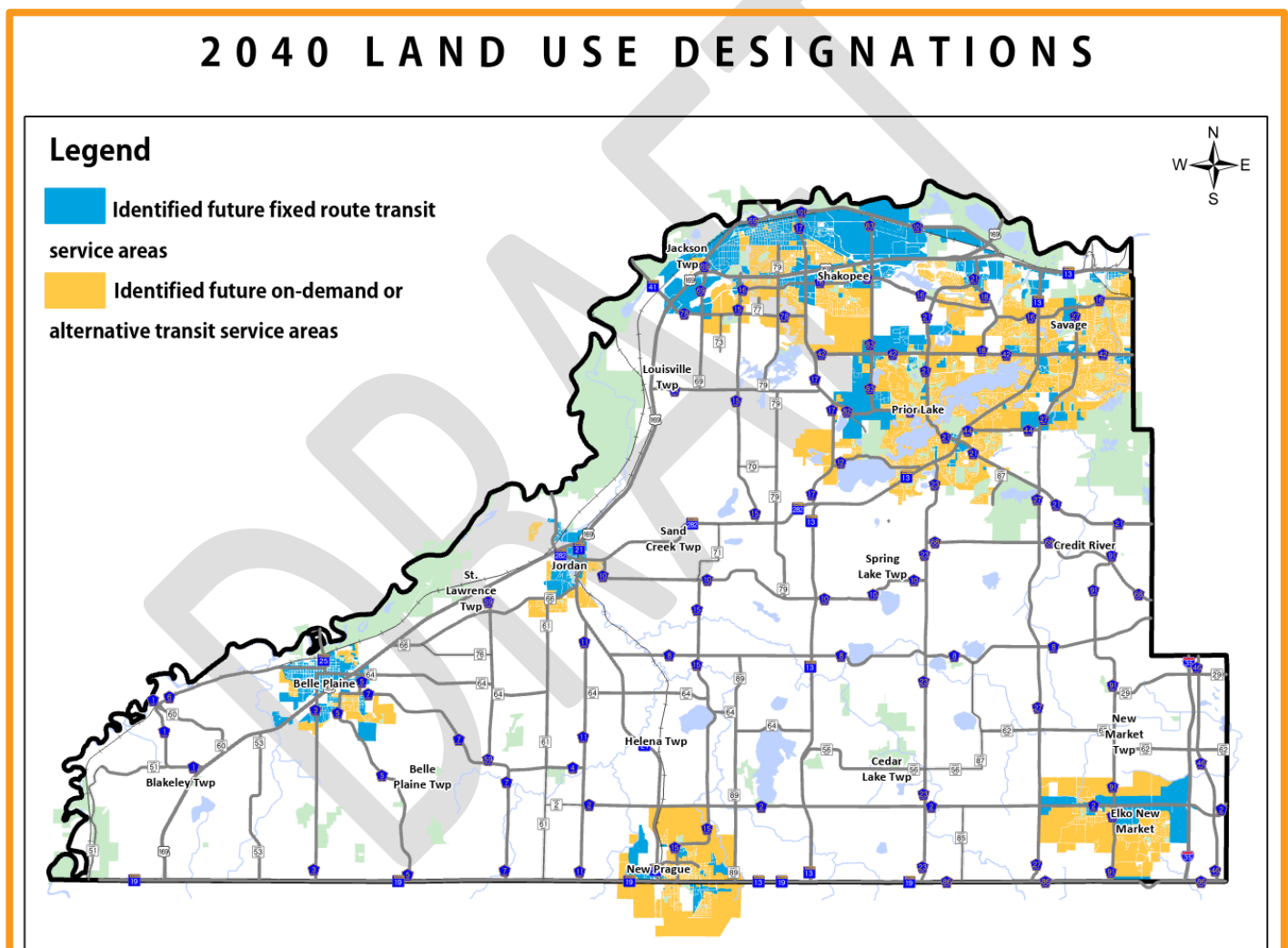


FIGURE 10: 2040 LAND USE DESIGNATIONS (SOURCE: SCOTT COUNTY 2040 COMPREHENSIVE PLAN)



Populations that Rely on Transit

Transit rider surveys show some populations rely on transit at higher rates than others. These populations include older adults, youth, households with an income at or below the Federal Poverty Level, people with limited access to a personal vehicle, and individuals with disabilities. Understanding where people and jobs are and where people that rely on transit live helps connect people to jobs, goods, resources, and services.

Older adults, those over 65 years old, constitute 10% of the County's total population. Regional population forecasts show that the number of older adults will more than double between 2010 and 2030 and will continue to grow through 2040 (Metropolitan Council 2019). Currently, there are 1,606 households without access to a vehicle in Scott County, and 6.9% percent of households residing in Scott County earn 150% or less of the Federal poverty level. Individuals with disabilities constitute 7.3% of Scott County residents. These populations are illustrated in Figure 11: 2040 Populations That Rely on Transit.

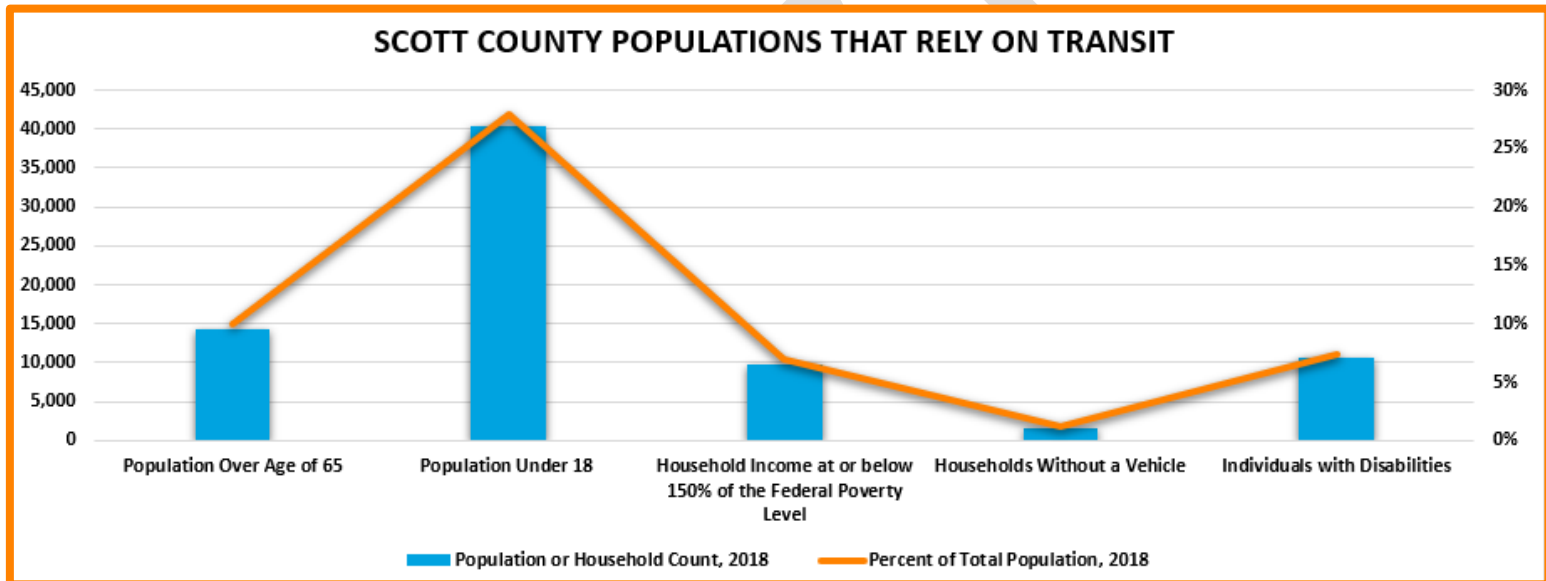


FIGURE 11: 2040 POPULATIONS THAT RELY ON TRANSIT (U.S. CENSUS BUREAU ACS 5 YEAR ESTIMATE 2014-2018)

Shakopee Mdewakanton Sioux Community Transit

The Shakopee Mdewakanton Sioux Community (SMSC) owns and operates a diverse collection of enterprises on its lands in Prior Lake and Shakopee. These include two casinos, hotels, a convention center, golf course, concert venues, family entertainment centers, tribal garden, and an all-natural food store, all of which significantly contribute to the local economy. As Scott County's largest employer, the Shakopee Mdewakanton Sioux Community-owned and -operated enterprises employ 4,200 people with an annual payroll of \$177 million. 30 percent of Mystic Lake Casino and Hotel employees live north of the Minnesota River in communities as far as Brooklyn Park and Brooklyn Center and as far east as North St. Paul.





Major Employment Centers & Employees

Scott County is home to an estimated labor force of 83,765 workers (Scott County CDA, 2019). The County is also home to many large employers such as the SMSC Gaming Enterprise (Mystic Lake Casino), Amazon, Valley Fair Amusement Park, Shutterfly, and many others as shown in Table 3.

On October 30th, 2019 Shakopee businesses and local transit providers (MVTA and SmartLink Mobility Management) met to discuss transit needs. Large employers such as Mystic Lake and Amazon notated that many employees are traveling from areas outside Scott County to work minimum or just-above-minimum wage jobs. Employees are traveling from areas as far as Brooklyn Park or West Saint Paul to Scott County for employment resulting in up to a 2-hour commute for the employee. Since most of the large employers in Scott County operate on a 24/7 basis, employers requested the transit providers sync routes with local shift times to accommodate employees. Future one-on-one interviews with local businesses are recommended to better understand and serve both employer and employee needs.

Large clusters of businesses within Scott County are mostly located in the northern section of the County. After analyzing the current employment clusters with the current fixed route system, it's evident that many large employment clusters have a transit disparity, with limited service that does not accommodate all employees. Future coordination and communication with employers will be critical to close the transit disparity for employees wanting to utilize transit for job access. As the world recovers from the COVID-19 pandemic, it will be critical to examine employment travel patterns to determine the best solution for creating job access via transit in the future. Continuing conversations with employers and adapting transit to new workflows and processes will be key to sustaining a successful transit system for Scott County employees in the future.

Employer	Number of Employees	Location
Scott County	5,191	Scott County
SMSC Gaming Enterprise	4,200	Prior Lake
Amazon	2,200	Shakopee
Valley Fair Amusement Park	1,670	Shakopee
Cyberpower Systems Inc.	1,160	Shakopee
Entrust DataCard Collection	1,000	Shakopee
St. Francis RMC Health Care	905	Shakopee
Seagate Manufacturing/Research	800	Shakopee
Fabcon Precast Inc.	750	Savage
Canterbury Park	700	Shakopee
TE Connectivity	600	Shakopee
Imagine Print Solutions	600	Shakopee
Emerson	500	Shakopee
Chart Inc.	500	New Prague
Northstar Auto Auction	355	Shakopee
Mayo Clinic Health System	350	New Prague
Shutterfly	245	Shakopee

TABLE 3: SCOTT COUNTY EMPLOYERS (SOURCE: SCOTT COUNTY CDA)



Travel Patterns

Travel patterns refer to the way people move around and through the County, including travel mode and origins and destinations. These patterns are influenced by population demographics, employment locations and shift times, land use patterns, and the available travel options.

An estimated **59.3%** of Scott County workers currently commute beyond the County's borders, facing an average **26.2-minute** commute or more each way, each day.

Scott County remains a majority outflow community, where residents predominantly work outside of the County, as shown in Figure 12. Over 50,000 residents commuted to employment outside of the County in 2017, with only about 13,000 residents working and living within County borders. An estimated 59.3% of Scott County workers currently commute beyond the County's borders, facing an average 26.2-minute commute or more each way, each day. There is also a large influx of commuters who work within the County but live

outside. Most workers who are employed with Scott County come from areas directly surrounding the county. Travel patterns were impacted by the COVID-19 pandemic, as many people switched to working from their homes. It is unclear what the last impacts of the COVID-19 pandemic will be on travel patterns. It is recommended that these impacts be included as part of future studies.

Overall, travel patterns show strong demand for maintaining and improving capacity on highway river crossings, which connect Scott County to the rest of the metro area. Such capacity increases will support Scott County residents working outside the County, as well as those employed in the County commuting in. These patterns also highlight opportunities to utilize thoughtful economic development tools and incentives to improve the stability of Scott County's workforce. Employers can leverage the Live, Learn, Earn website (<http://www.livelearnearn.org/>) to promote working locally and recruiting Scott County residents, and economic tools can be used to recruit and maintain employers that have jobs that align with the County's workforce profile.

Today, spatial mismatch also exists between the location of working-class jobs and areas where disadvantaged workers reside. Therefore, increasing access to suitable jobs for these populations could decrease the transportation cost burden and commute times for these employees.

In 2020, Scott County supported a survey of Shakopee High School students to assess their knowledge and use of public transit. The survey received 307 responses. Of

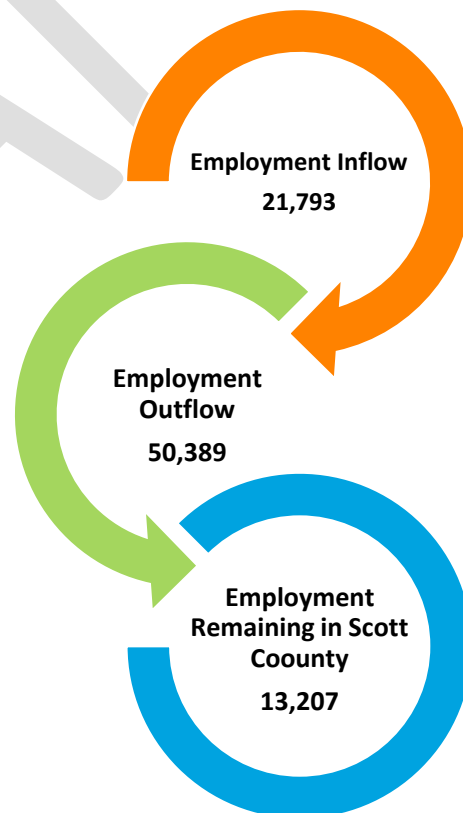


FIGURE 12: EMPLOYMENT INFLOW AND OUTFLOW, 2017 (SOURCE: US CENSUS BUREAU'S 2017 HOUSEHOLD DYNAMICS ORIGIN-DESTINATION)



the 305 responses received, 153 respondents (49.8%) said that they have used public transit. Figure 13 shows the transit services these students reported using. Of the 305 respondents, 109 did not have a driver's license and 196 did. Of the 196 respondents with a driver's license 170 had access to a car all the time; 25 had access to a car sometimes, and only 1 respondent did not have access to a vehicle.

The survey collected responses about what respondents suggest for improvement to transit service. Responses indicated that many respondents desire more knowledge about the options available to them. Some illustrative responses include: "I didn't know much about those routes and they would be helpful for me," "More advertising," "Have more advertising about their bus routes (where they go and at what times)," "Educate more people on its benefits," and "More accessible. Don't even know how the bus works."

To understand youth populations' knowledge, use, and demand more thoroughly for transit service, the youth population throughout the County should be surveyed. The results of this survey are limited to the youth population residing in the most urban areas of the County and therefore is not representative of the County as a whole. As 28% of the County's population is 18 years old and below, the high school-aged population could significantly benefit from learning about and using public transit.

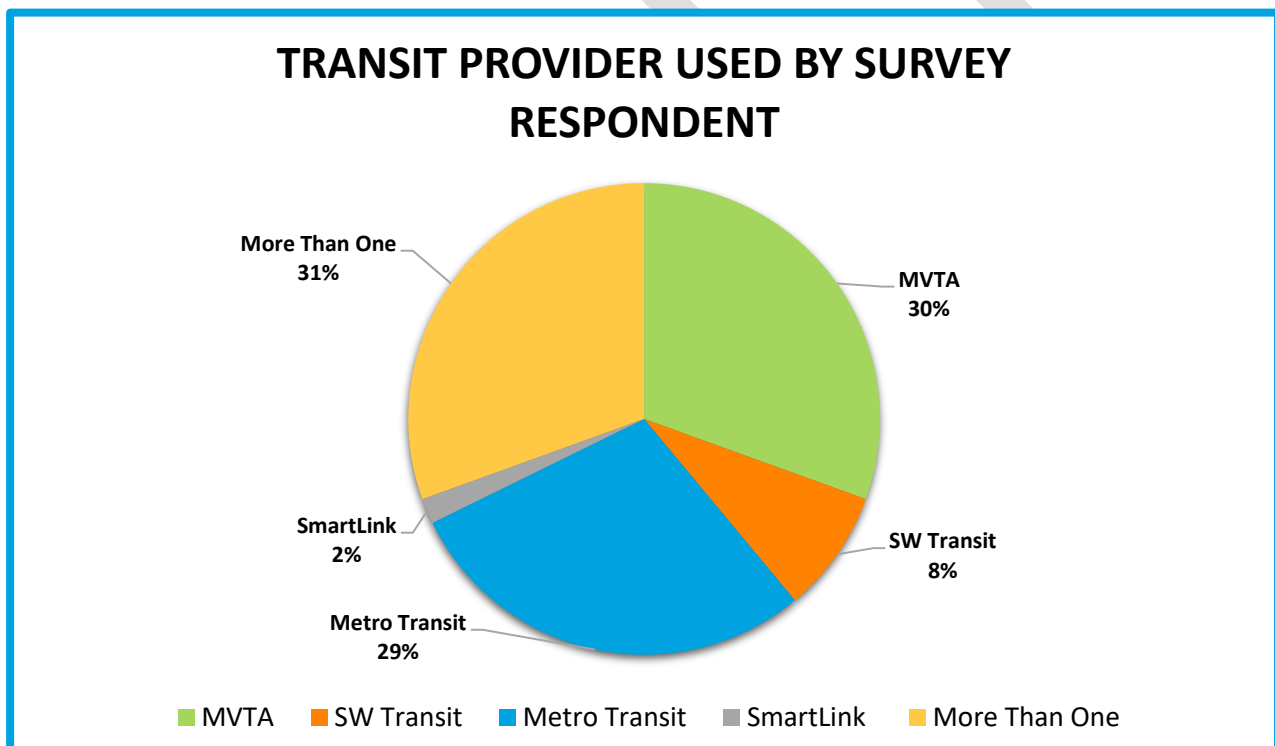


FIGURE 13: TRANSIT PROVIDER USED BY SURVEY RESPONDENT (SOURCE: SCOTT COUNTY)



Land Use

Land use patterns significantly affect local transportation patterns. Urban land uses provide greater accessibility to goods and services within a short distance, providing more opportunities to travel by foot, bicycle, or transit. By contrast, residents in lower-density areas typically rely heavily on cars because destinations are further apart. These patterns can also affect the viability of fixed-route transit service since it is less cost-efficient to provide service in low-density areas. Transit and land use planning decisions, therefore, have direct impacts on one another. The Scott County Association for Leadership and Efficiency (SCALE) currently provides training for newly elected officials regarding land use practices that support safe and efficient transportation as well as a dialog for planners and engineers to coordinate on land use considerations, engineering standards, and emerging transit needs.

This section will analyze the impact of current land uses on topics like major destinations, transit market areas, and housing & transportation affordability.

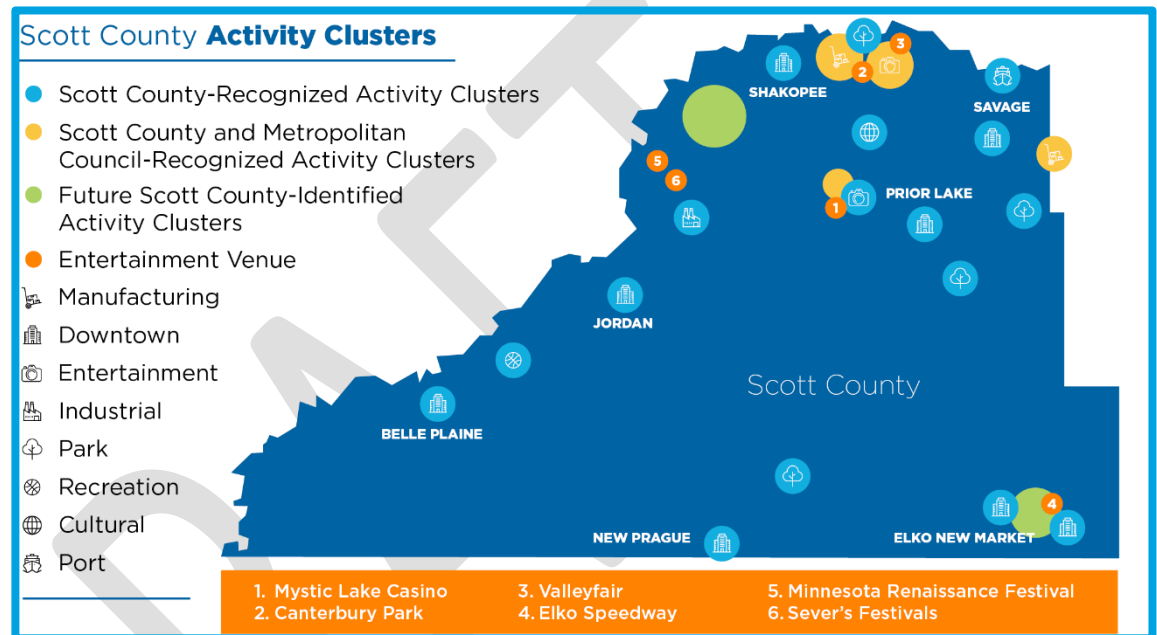


FIGURE 14: SCOTT COUNTY ACTIVITY CLUSTER LOCATIONS (SOURCE: SCOTT COUNTY, METROPOLITAN COUNCIL)

Activity Clusters

An activity cluster is an area that may generate high travel activity. These activity clusters can be areas with a high concentration of jobs, a high concentration of commercial or industrial land uses, shopping centers, industrial and commercial parks, entertainment centers, and other attractions like regional parks, recreation areas, and central business districts.

Job and Activity Centers are described by the Metropolitan Council as areas where there are at least 1,000 jobs with an employment density of at least 10 jobs per acre. Scott County has 3 Metropolitan Council-designated Job and Activity Centers:

- Mystic Lake Entertainment and Recreation Complex, which includes the Mystic Lake Hotel, Casino, and Conference Center, Little Six Casino, Dakota Meadows RV Park, LINK Event Center, and Wilds Golf Course.
- A manufacturing and distribution cluster in Savage, which includes Shakopee includes many businesses and jobs in manufacturing and distribution including an Amazon Fulfillment Center, Shutterfly, MyPillow, and SanMar.
- An entertainment center in Shakopee, which includes the Valleyfair amusement park; and Canterbury Park, a horse racetrack and casino complex with a convention center and hotel.



In addition to these areas, Scott County has several smaller-scale industrial and commercial clusters. These include the many industrial businesses located along US 169 and within the City of Jordan. The US 169 corridor plays a key role in moving goods produced in south-central and southwestern Minnesota to regional and international markets. This major freight route intersects with principal highways, rail lines, and the inter-modal Ports of Savage. The Ports of Savage is the largest intermodal inland waterway grain facility in the upper Midwest. The facility connects truck, rail, and barge freight, which results in a high number of trips and activities in the area. Among recreational activity clusters, Cleary Lake Regional Park hosts golfing, swimming, and cross-country skiing. There are recreational outdoor opportunities at the Minnesota Valley State Recreation Area and Murphy-Hanerhan Park Reserve.

Several future growth areas may produce new activity clusters in the coming years. Growth areas in Scott County include the newly annexed southwest portion of Shakopee, and the City of Elko New Market, predominantly located near the speedway. Both future growth areas will add expanded municipal water and sewer services, thus allowing for more development. Communities should utilize comprehensive planning and zoning processes to continue to plan and implement new growth, development, and redevelopment that supports or can support transit corridors, and transit providers should monitor opportunities within these areas to provide future transit service to support employers, employees, and Scott County residents traveling to these highly trafficked areas.

Transit Market Areas

Scott County's land use varies from rural and agricultural uses to small towns, cities, and densely populated downtown Shakopee. The Metropolitan Council uses a formula to determine transit demand geographically. The formula creates regionally designated transit market areas based on population density, intersection density, employment density, and automotive availability. Each of the factors is weighted according to how much they impact transit demand. The factors are used by the Metropolitan Council planners as a guide for determining transit propensity (demand), including identifying which areas would succeed with fixed-route service, and how frequent or robust the service should be.

There are five categories that transit markets are sorted into, forming a continuum. Therefore, while Market Area I supports the most frequent transit service with fixed routes and long operating hours, Market Area V is classified as not having enough demand for fixed-route service. While fixed-route transit is one solution in a tool kit of possible solutions that can improve transportation options across the county, transit market area analysis indicates potential locations that could benefit from higher-capacity or more regular service that fixed-routes could provide.

The Land Use, Population and Employment recommendations are available in Chapter 8: Recommendations at the end of the plan. The recommendations acknowledge the important contributions to successful transit resulting from city, township, and Scott County land use planning strategies and land use authorities. The recommendations address commuter travel patterns, and land use and transportation coordination. The implementation partners identified for this group of recommendations include Scott County, cities, SMSC, Scott County CDA, and transit providers. In some cases, private partnerships with local businesses, developers and landowners will also be needed for implementation.



2020-2021

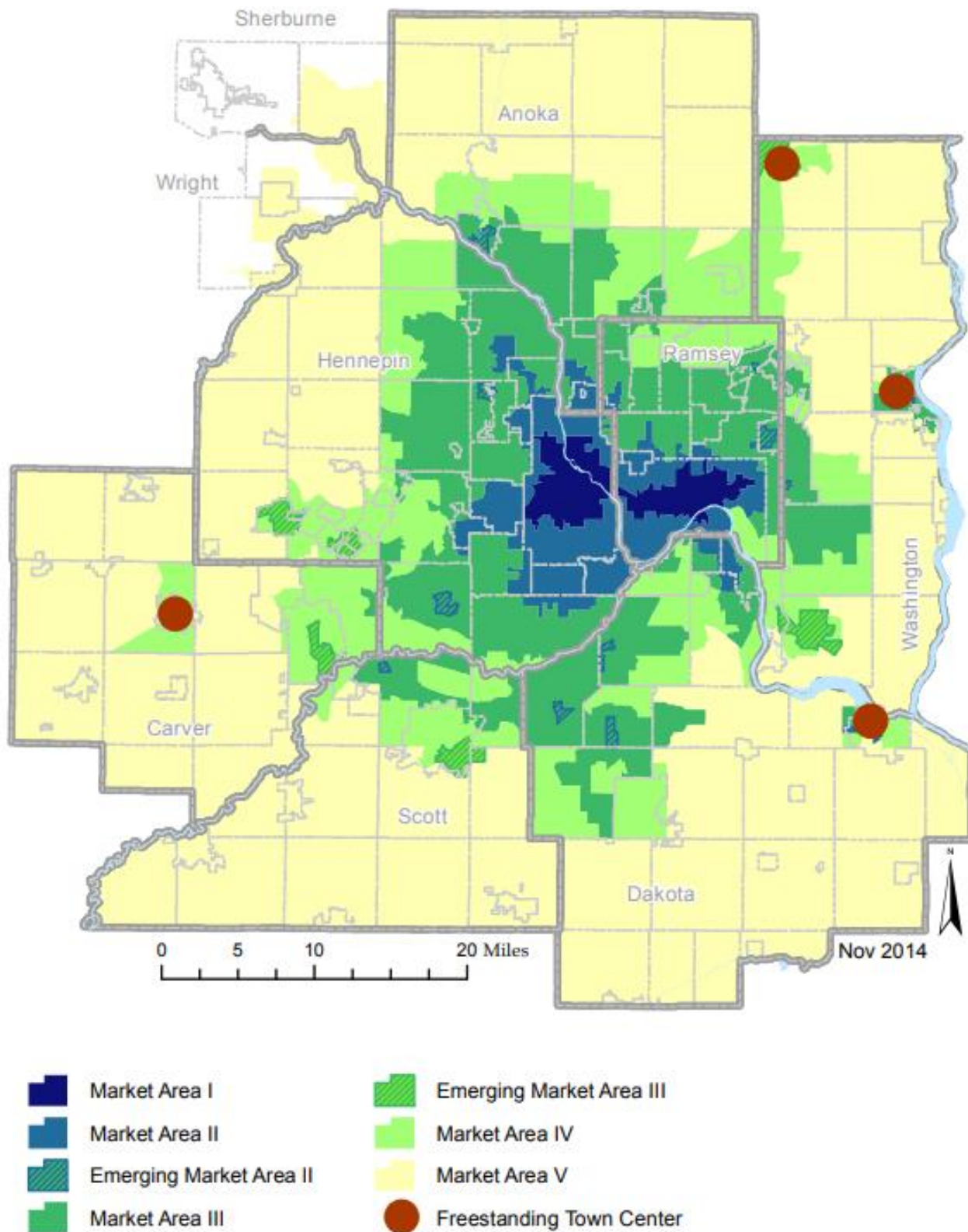


FIGURE 15: TRANSIT MARKET AREAS (SOURCE: METROPOLITAN COUNCIL)



CHAPTER THREE:

Local Fixed Route and Micro Transit



Chapter 3: Local Fixed Route and Micro Transit

Fixed Route Transit

Transit and mobility services are provided in Scott County in two main ways: fixed-route transit and demand-responsive transportation. Fixed-route transit is generally characterized by larger transit vehicles that run on regular, scheduled routes with fixed stops. The service typically utilizes printed schedules or timetables. Demand-responsive transportation, which is generally a mobility service, is provided to a customer by request.





	Transit Provider	Type of Service	Public or Private
	Minnesota Valley Transit Authority (MVTA)	Local and commuter fixed-route transit service operator. Micro transit operator.	Public
	SouthWest Transit (SWT)	Micro transit operator.	Public
	Mystic Lake Gaming Enterprise	Transit routes and a shuttle operated by the Gaming Enterprise of the Shakopee Mdewakanton Sioux Community.	Private
	Land to Air	Southwestern Minnesota connector service to the Twin Cities metropolitan region, utilizes the US-169 corridor.	Public-Private

FIGURE 16: SCOTT COUNTY FIXED ROUTE OPERATORS

Regionally, the Metropolitan Council provides the largest and most used transit system in Minnesota, Metro Transit. Currently, fixed-route service is not provided by Metro Transit but instead is provided by Minnesota Valley Transit Authority or MVTA. MVTA is one of several independent bus transportation agencies formed in the late 1980s under state legislation that allowed outer-ring suburbs to "opt-out" of centrally provided transportation services. Potential future Metro Transit investments and transitway extensions are likely to impact the travel patterns of Scott County residents and those commuting into the County for work or recreation.

This chapter explores existing fixed-route services while identifying service challenges and opportunities to strengthen the transit network within Scott County. Identifying future service investments will not only strengthen transit within Scott County but, also on a regional level by creating a more connected network.



Minnesota Valley Transit Authority (MVTA)

Minnesota Valley Transit Authority (MVTA), which serves Scott and Dakota Counties, is the second-largest transit provider in Minnesota. MVTA provides local, express, reverse commute, and flexible-route transit in Scott County to over 2.9 million people per year. MVTA is one of four suburban opt-out transit providers in the Twin Cities metropolitan area that provide service to outer suburban areas that have opted not to be served by Metro Transit.

MVTA serves the three northernmost cities of Shakopee, Savage, and Prior Lake. At the time of the publication of this study service levels were impacted due to COVID-19 and ridership was significantly impacted. A comprehensive overview of transit routes and their COVID-19 operation status can be found in Table 4: MVTA Transit Routes and Status.

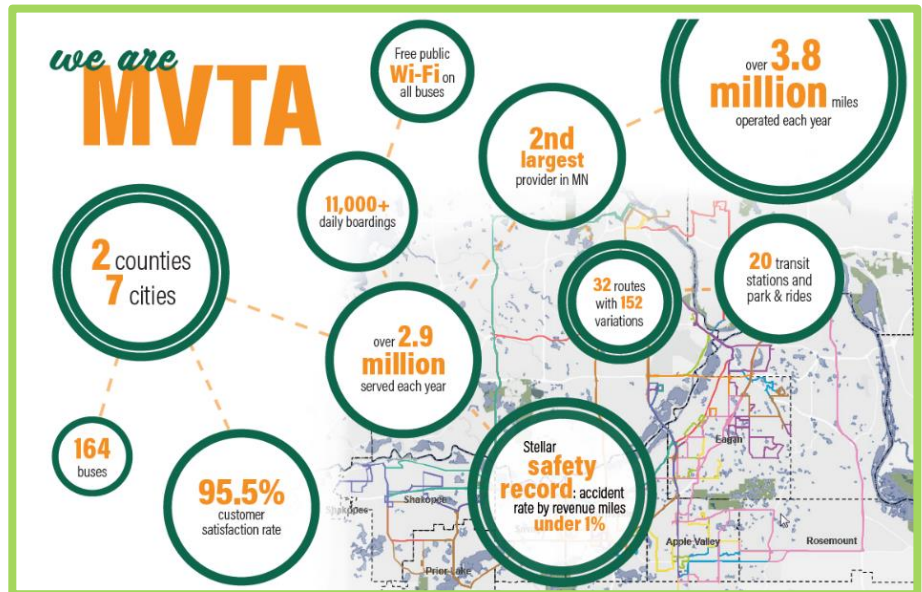


FIGURE 17: MVTA BY THE NUMBERS (SOURCE: MVTA, 2019)

Route	Description	Operation
410 (4FUN)	Weekend service to Mall of America - Valleyfair - Canterbury Park - Mystic Lake	In operation until September 2021
447	Mystic Lake Casino - Downtown Prior Lake-Savage Park and Ride - Burnsville Center - Apple Valley Transit Station	In operation
490	MINNEAPOLIS EXPRESS - Prior Lake, Shakopee	In operation
491	MINNEAPOLIS EXPRESS- Shakopee	Currently not in operation
492	MINNEAPOLIS EXPRESS - Prior Lake, Shakopee	Currently not in operation
493	MINNEAPOLIS EXPRESS - Marshall Road Transit Station (Shakopee)	In operation
495	Shakopee - Burnsville - Mall of America (Some trips serve Mystic Lake, Amazon and downtown Savage)	In operation
497	CIRCULATOR ROUTE - Marshall Road Transit Station - Town Square Mall (Shakopee)	In operation
498	Marshall Road Transit Station - Golden Triangle (Eden Prairie/Minnetonka)	Currently not in operation
499	CIRCULATOR ROUTE- Marshall Road Transit Station - Wal Mart - Southbridge Crossings P&R	In operation

TABLE 4: MVTA TRANSIT ROUTES AND STATUS (SOURCE: MVTA, 2021)

MVTA currently has two local routes (497 and 499) which provide basic coverage every 60 minutes for the northern portions of Scott County. In addition, MVTA also operates several suburb-to suburb routes such as the 495 (Shakopee to Bloomington (Mall of America)), and 498 (Shakopee to Eden Prairie/Minnetonka). In February 2021, MVTA initiated



another suburb-to-suburb service route 447, a demonstrate route serving the CSAH 42 corridor from Apple Valley ending at Mystic Lake. This service is funded from the Red Line turnback to Metropolitan Council. Route 447 runs at a half-hour frequency, with weekday and weekend service from 7 a.m. to midnight. MVTA's most recent service addition in Scott County is route 410 or 4FUN. This route operates on the weekends connecting Valley Fair, Canterbury, Mystic Lake, and the Mall of America. This service will run during the summer operating season and will end in mid-September 2021.

MVTA also operates express routes connecting Scott County to downtown Minneapolis, The University of Minnesota, and the greater Minneapolis-St. Paul (MSP) region during peak periods. Service on these routes operates only northbound in the morning peak, and southbound during the afternoon peak period. The reverse commute routes serve those commuting into Scott County from the Greater MSP region. These routes operate in the opposite direction of the traditional commuter express routes during morning and afternoon peak periods only.

Moving forward, the County should continue to coordinate with MVTA to study local transit service levels and transit stops as a part of a systemwide transit study to understand mobility in Scott County. This study can help define gaps in service, transit user needs, and perceptions, and identify future transit stop locations within the County. Currently, there are no formal bus stops in Scott County apart from four transit hubs. It will be especially important for County and MVTA staff to monitor, routinely evaluate, and modify fixed route transit services to reflect housing, employment, and activity needs, including changes resulting from METRO Orange Line BRT, opening in late 2021, MVTA demonstration route 447 and METRO Green Line, opening in 2023. As the world adapts to new working conditions post-COVID 19 County and MVTA staff should continue to monitor work patterns and provide transit service options to meet new hybrid business models with flexible schedules.

Land to Air

In 2018, Scott County in collaboration with the Metropolitan Council and MnDOT completed the Highway 169 Mobility Study to identify recommendations for one of the County's most important arterials: US 169. The US 169 Corridor is especially important to the populous communities of Shakopee and Savage in Scott County, as it connects Scott County to downtown Minneapolis, serving over 215,000 residents and over 187,000 employees working at thousands of businesses within two miles of US 169. MVTA currently utilizes US 169 as a primary river crossing from Shakopee and Savage to downtown Minneapolis. However, the roadway is often congested, forcing buses to utilize the shoulder to maintain their schedule.

Major recommendations of the study included implementing a BRT (Bus Rapid Transit) and MnPASS lane from Shakopee to Downtown Minneapolis and establishing a public transit service along the highway to connect communities with downtown Minneapolis and MSP Airport. As a result, Land to Air, a regional transit service based in Mankato was reclassified as a public transit system.

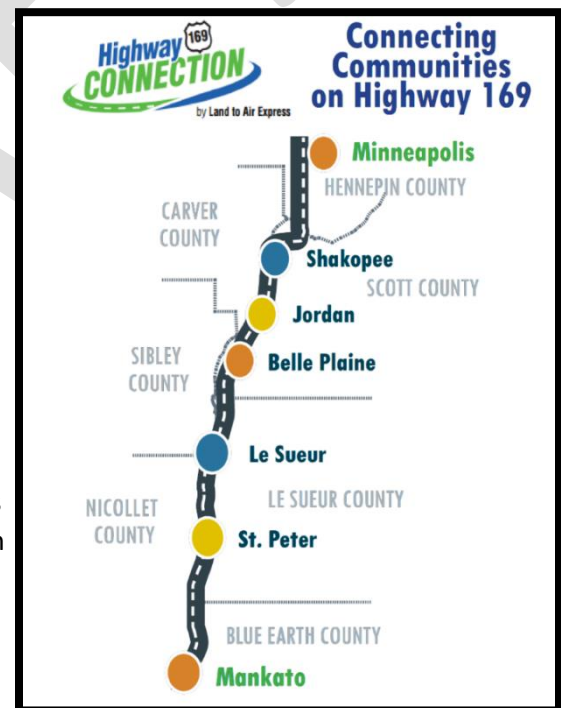


FIGURE 18: LAND TO AIR ROUTE MAP, HWY 169 CONNECTION (SOURCE: LAND TO AIR)



Land to Air connects cities in southern Minnesota to Minneapolis-St. Paul metropolitan region and the Minneapolis-St. Paul International Airport. Originally an airport limo service, Land to Air was purchased by Blue Earth Blue Sky in early 2009 and now operates a public scheduled service. Though separate entities, Blue Earth Blue Sky LLC and Jefferson Lines are now shared owners of Land to Air. Currently, Land to Air receives \$405,000 in federal 5311f funding and \$405,000 in 5311f state funding.

Land to Air is considered an intercity bus service. To qualify for the intercity designation, service must be regularly scheduled, opened to the public, connect two or more communities, and make meaningful connections. Buses are ADA accessible and equipped with free Wi-Fi.

Land to Air offers two daily fixed routes that service Scott County: the Highway 169 Connection and the MSP Airport Express. The Highway 169 Connection offers daily bus service trips connecting the cities of Belle Plaine, Jordan, Shakopee to the Mall of America, St. Paul, Minneapolis, Minneapolis-St. Paul International Airport, cities of Le Sueur, Saint Peter, Gustavus, Mankato, and Minnesota State University- Mankato campus. Land to Air also offers additional bus service in southern Minnesota.

The County should coordinate with Land to Air to ensure the service continues to receive FTA 5311f funding. This funding is critical to preserved and expand transit service for Scott County residents and the region as a whole. Strengthening local connections along the Land to Air routes is also crucial to solving last mile connections for transit users.

Mystic Lake Transit and Shuttle

Mystic Lake Casino and Hotel are open 24 hours a day, resulting in 231 different shift start and end times per week. To facilitate simple transportation for employees and patrons, SMSC Gaming Enterprise operates fixed-route buses and a shuttle originating from Mystic Lake Entertainment and Recreation Complex and serving various destinations throughout the Twin Cities metropolitan region and greater Minnesota. Mystic Lake routes and shuttles are free for users. Riders must be at least 18 years old and possess either a Club M card, a valid driver's license, or a valid state identification card to ride. This transit service is utilized by both guests and employees. Many of Mystic Lake employees reside in the northern and western cities and suburbs such as Brooklyn Park, West St. Paul, and Brooklyn Center. Instead of using traditional fixed-route transit which can take over two hours one way many employees utilize the shuttle services. Mystic Lake tries to adapt to employees' transportation needs by offering bus passes or shuttle services but with the various number of shift times, it's impossible to meet the needs of all employees.

SMSC also operates a shuttle that connects the Mystic Lake complex with MVTA bus Route 495 at the Marshall Road Transit Station in Shakopee. The shuttle connecting to Route 495 was originally established for employees but soon grew in popularity with Mystic Lake guests.



FIGURE 19: MYSTIC LAKE CASINO SHUTTLE (SOURCE: MYSTIC LAKE CASINO)



Continued and expanded partnerships with regional transit providers and entertainment destinations will be important moving forward to increase transit access to Scott County entertainment venues and activity centers. Continue to work with transit providers and Mystic Lake to meet the transportation needs of employees. Metropolitan Council and MnDOT should consider recognizing Mystic Lake-operated routes Land to Air routes as public transit to provide these operators the benefits and resources afforded to other public transit providers.

Other Fixed-Route Services

Northfield Metro Express

Northfield Metro Express is a private express transit service that originates in the City of Northfield, travels north along the I-35 corridor to the Twin Cities Metro and MSP International Airport. This express transportation service currently stops at the Mall of America, MSP International Airport, Downtown Minneapolis, University of Minnesota, St. Thomas University, and St. Catherine University. The service current passes through Scott County without stopping, but future service improvements may include options for stops within the county. The service offers three roundtrips daily Monday through Friday, and two round trips on Saturdays, Sundays, and holidays.



FIGURE 20: NORTHFIELD METRO EXPRESS BUS

The County should explore opportunities to enhance and expand intercity services. Opportunities may also exist to partner with Northfield Metro Express to add a scheduled stop in the city of Elko New Market. Elko New Market is located along the I-35 corridor which this service travels along. Currently, there is no fixed-route transit service in this area and thus could benefit Scott County residents.

Special Event Service

State Fair Shuttle

During the Minnesota State Fair, MVTA offers weekend express service from the Marschall Road Transit Station. Trips depart from Shakopee from 8 a.m. to 9 p.m. hourly. Return trips depart hourly beginning at noon, with the last bus running to Marschall Road at midnight. During the fair, riders can purchase tickets online or while boarding the bus. In 2019, MVTA set a single-year record for State Fair ridership with 97,291 rides - more than an 11% increase over the previous record set in 2017. Continuing this service provides a stress-free transit option for Scott County residents. MVTA also offers similar shuttle services for other events such as Minnesota Viking's home games, concerts, other sporting events, and other special events.

On-Demand Public Transit Service

MVTA Connect

In 2019, MVTA launched MVTA Connect, an app-based, on-demand public transit service pilot that is available in Savage and western Burnsville. The service provides shared rides anywhere in Savage and service to the following locations:



Burnsville Transit Station, Burnsville Walmart, Burnsville Mall, Burnsville High School, Savage Park, and Ride, Fairview Ridges, City of Savage, Burnsville Center, and the City of Burnsville. In 2020 MVTA expanded its Connect pilot program to include the Cities of Apple Valley and Rosemount, and the Dakota County Technical College. Each shared ride is reserved through an application on the user's phone or computer at a nonrefundable rate of \$3 and can be paid for through the app or with cash upon pickup. Service is provided seven days a week from 6am to 7pm. The service accepts walk-on riders and allows for all-day transfers to all MVTA fixed routes.

As of October 2020, the service averages 22 daily rides, with an average of approximately 50 riders per day before the COVID-19 pandemic. More than 5,900 rides were provided between January and September 2020. Based on origin and destination data, there are several popular locations that riders are traveling to and from, as seen in Figure 21: MVTA Connect Service Area. Therefore, an opportunity exists to explore expanding the service area to include other communities in Scott County or to monitor these and Transit Link (dial-a-ride) trip patterns to identify potential fixed routes.

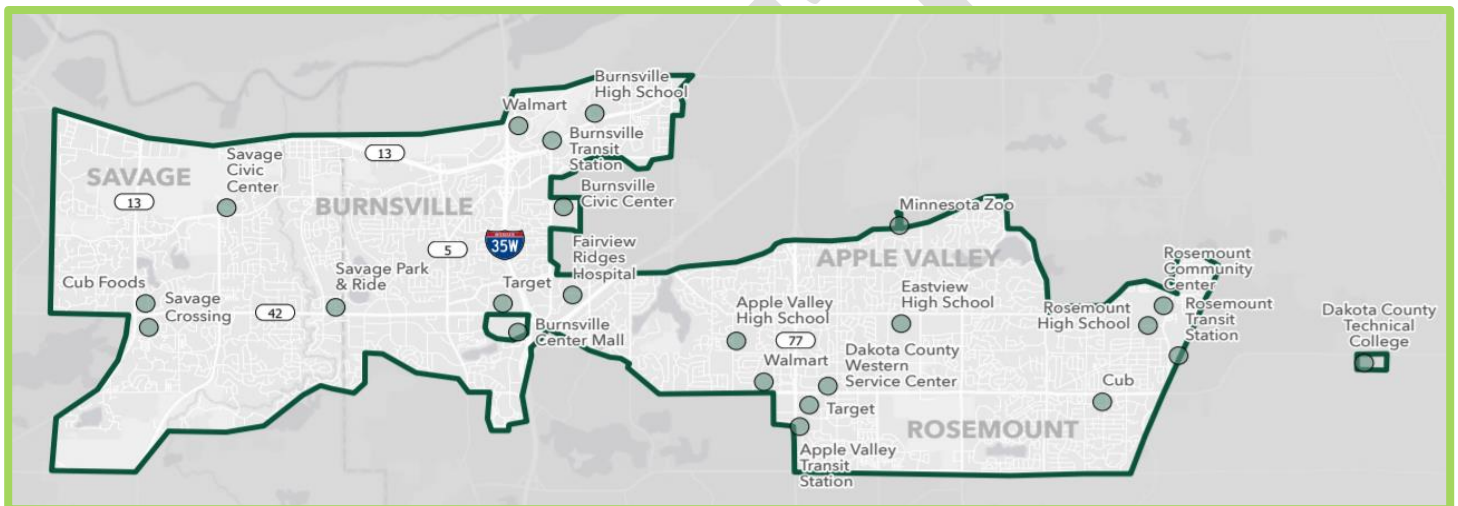


FIGURE 21: MVTA CONNECT SERVICE AREA (SOURCE: MVTA, 2020)

SouthWest Prime

In early 2021 SouthWest Transit expanded their SouthWest Prime service to Shakopee. This service operates similarly to MVTA Connect and is an app-based on-demand transit service. SouthWest Prime operates in Eden Prairie, Chanhassen, Chaska, Carver, Victoria, and most recently in and out service in Shakopee. This service costs \$4 a ride and operates



FIGURE 22: SOUTHWEST PRIME SCOTT COUNTY SERVICE AREA (SOURCE: SWTRANSIT, 2020)



from 6:30am to 6:30pm Monday-Friday. With the expansion of this service into Shakopee, there is an opportunity for collaboration between TransitLink (dial-a-ride), MVTA, and Southwest Transit to eliminate overlap and create better connections between the services.

Scott County and transit providers should continue to monitor, evaluate, and modify on-demand transit services to reflect housing, employment, and activity changes. Scott County should encourage Transit Link (dial-a-ride) to explore a similar app-based program to enhance users' options to schedule rides. Scott County, SmartLink, and transit providers should explore areas for collaboration, identify gaps and areas to enhance service to provide comprehensive transit coverage in the County.

The Local Fixed Route and Micro Transit Service recommendations are available in Chapter 8:

Recommendations. The recommendations focus on addressing the transit needs of Scott Counties' urban areas. The recommendations acknowledge that fixed-route service and other services that complement fixed routes, such as Metro Mobility and ADA mobility services, work best when serving larger activity centers and areas of higher residential and employment densities. The recommendations also acknowledge that micro transit is emerging as effective in serving parts of the transit taxing district with less dense land uses. The recommendations address existing bus service recognition, and short- and long-range transit service. The implementation partners identified for this group of recommendations include Scott County, cities, SMSC, transit providers, MnDOT, and Metropolitan Council. Refer to Regional Transit Service and Facility Development for discussion of transit advantages for fixed-route services on major corridors.



CHAPTER FOUR:

◦ Mobility Management,
Demand Responsive
& Emerging
Technologies



Chapter 4: Mobility Management, Demand-Responsive and Emerging Transit Technologies

While most people think of transit as fixed-route buses or rail, transit includes many possible ways of connecting passengers with destinations. Since reliable fixed-route service does not serve most of Scott County, most County residents rely on alternative options to travel without the use of a personal vehicle. Five main options are currently available in Scott County:

- Demand-Responsive Transportation: Sometimes known as “dial-a-ride,” this service allows passengers to reserve a ride ahead of time in areas not served by traditional fixed-route transit.
- Human-Services Transportation: Transportation services intended to serve seniors or persons with disabilities.
- Travel Demand Management: Travel Demand Management (TDM) programs provide information and resources to foster alternative commuting, such as vanpools, carpools, and guaranteed rides home.
- Ridesharing: Ridesharing services, such as Uber and Lyft, use technology to connect passengers looking for riders with drivers offering their vehicles for hire.
- Other Private Services: Drivers for taxi companies operate company-owned vehicles. Twice Limo in Shakopee, Savage Limo Service, WallyCabCab in New Prague, and Eden Prairie Taxi Services are examples of private companies providing taxi services in Scott County.

Together, these mobility options can help fill the gaps created by a lack of fixed-route service and provide a full suite of transportation options that allow residents to reduce their reliance on vehicles. This chapter explores the current state of these services within Scott County, along with identifying considerations for service enhancements and expansions in the future.

Mobility Management & SmartLink

Mobility management is an approach to designing and delivering transportation services that starts and ends with the customer. Mobility Management is an innovative approach for managing and delivering coordinated transportation services to customers including older adults and people with disabilities. Mobility management typically includes the provision of demand-responsive transportation. Vehicles do not operate on a fixed route or a fixed schedule and the service generally consists of shared rides through shared vehicles. Demand-responsive transport can have significant environmental benefits by reducing the number of vehicles on the road and supporting first-last mile connections to fixed-route transit.

Within Scott County, mobility management services are provided largely by SmartLink Mobility Management, a platform that links several mobility options in Scott County into a coordinated system. Through this platform, Scott and Carver County jointly coordinate demand-responsive transportation programs, including Transit Link (dial-a-ride), Non-Emergency Medical Transportation, volunteer drivers, the shared vehicle program, all of which are addressed in this chapter.

SmartLink is managed by a Mobility Board made up of elected officials, citizens, and County Human Services representatives to assure needs/gaps in the Counties are continuing to be addressed. The Mobility Board is advised by a



Needs group, which focuses on transit gaps in various geographic areas, and a Provider group, which focuses on finding solutions to the gaps/needs discovered in the Needs group.

SmartLink also utilizes travel training as a tool to teach, market, and educate citizens on all modes of transportation available in Scott County. SmartLink has centralized intake and scheduling trips in one location where residents can request medical assistance, volunteer drivers, or travel training.

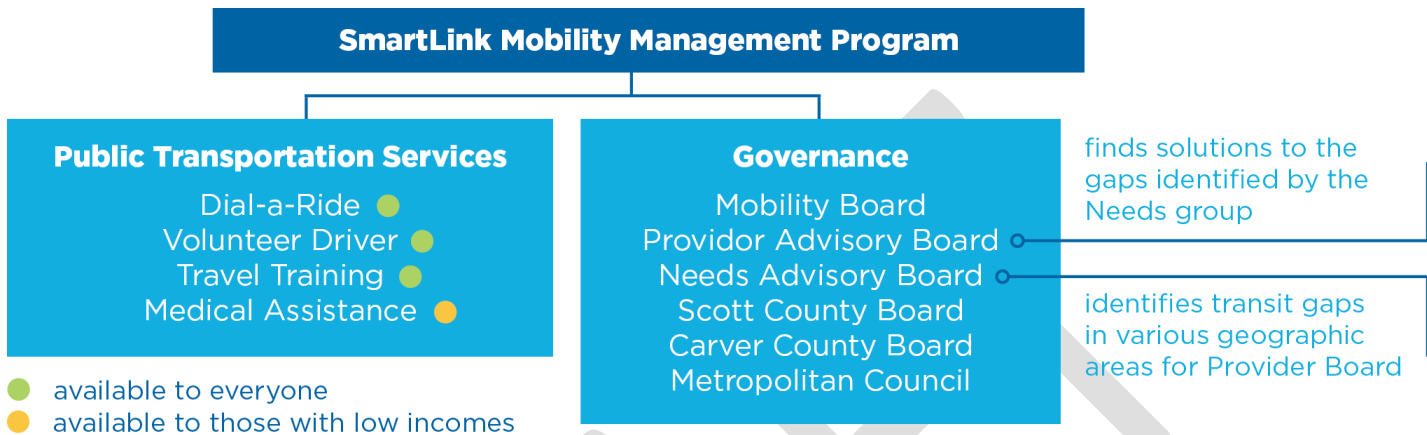


FIGURE 23: SMARTLINK MOBILITY MANAGEMENT ORGANIZATIONAL UMBRELLA

Demand-Responsive Transportation (Dial-a-ride)

Transit Link (dial-a-ride) service is a public shared ride minibus or van service available for the general public to use within the seven-county metro area. Rides need to be scheduled in advance and requests are honored based on availability. Transit Link is divided into 5 specific contract areas, Scott/Carver Counties, Hennepin County, Anoka County, Washington County, and Dakota County. Scott and Carver are the only two Counties combined, this is significant as far as a transfer policy. All Transit Link passengers must transfer buses while traveling outside of their County, but residents traveling within Scott and Carver Counties do not need to transfer. All Transit Link requests must be transferred to the nearest fixed-route transit service, if available. To travel outside of your specific County, a passenger must coordinate the transfer with the appropriate Transit Link provider. For example, a passenger from Jordan who wants to get to Eden Prairie must request a ride from Scott/Carver Transit Link to a designated transfer point in Hennepin County. Then the

Transit Link provider in Hennepin County would pick up the passenger from the transfer point and connect the passenger to their final destination.

Due to a lack of fixed-route transit service in much of the County, Transit Link (dial-a-ride) is the main mobility resource for many County residents. All buses are equipped with wheelchair lifts and are handicap accessible. The service is considered curb-to-curb but can be door-to-door if requested. Currently, fixed-route services are located in the northern Cities of Shakopee, Savage, and Prior Lake. In these communities, transit riders are expected to walk to the fixed-route service if the



FIGURE 24: SMARTLINK BUS



service is within $\frac{1}{4}$ of a mile in the winter or $\frac{1}{2}$ of a mile in the summer from their origin or destination. If the fixed route service is beyond the $\frac{1}{4}$ or $\frac{1}{2}$ of a mile threshold, the user would qualify to utilize the Transit Link service. In the rural areas and small communities of Scott County (i.e. Belle Plaine, New Prague, Sand Creek Township, etc.) where fixed-route service is nonexistent residents qualify for Transit Link service. Transit Link is meant to connect riders with transit service at transit hub facilities.

Transit Link (dial-a-ride) rides can be scheduled by calling the service between 7 a.m. and 3:30 p.m. Monday through Friday. Rides are available in Scott County Monday- Friday 6am -9pm and Weekends between 7am-4:30pm. Fares are based on the time of day. Peak period rides (6AM-9AM and 3PM-6:30PM on Weekdays) cost \$4.50, while non-peak rides cost \$3.50. There is also a surcharge of \$.75 each way for rides over 15 miles. Passengers may pay fares with cash or a Go-To Card with stored value.

In 2019, Scott County Transportation Sales Tax funding provided 5,310 extra passenger trips on evenings and weekends, which is expanded service hours beyond regular Transit Link (dial-a-ride)

service (Figure 25: SmartLink Trip Performance). There is no Transit Link service available on evenings and weekends in the 7 County Metro Area.

Time or Day of Week	Number of Passenger Trips
Weekday	1,703
Evening	2,107
Saturday	875
Sunday	925
TOTAL	5,310

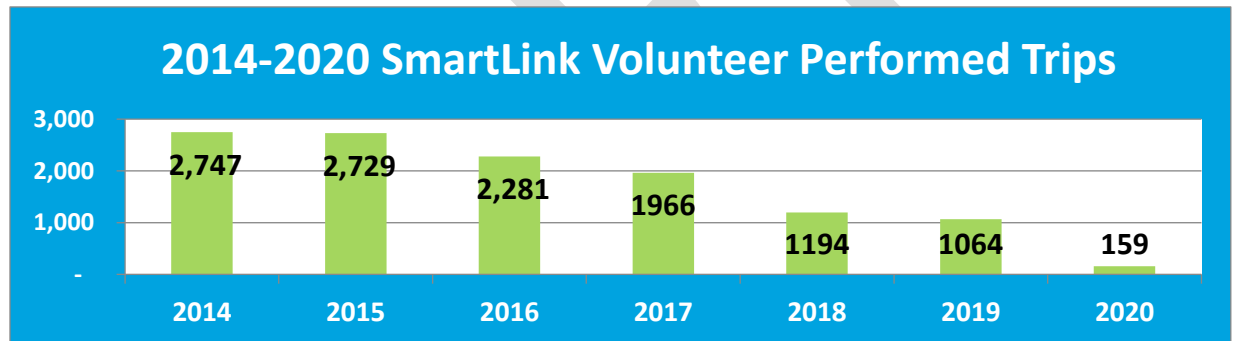


FIGURE 25: SMARTLINK TRIP PERFORMANCE (SOURCE: SMARTLINK)

Volunteer Driver Program

When requested rides cannot be completed due to a lack of Transit Link (dial-a-ride) availability, SmartLink Mobility Management contacts the citizen about utilizing the volunteer driver program. Volunteers who have been screened through background checks utilize their vehicle to provide demand-response rides and are reimbursed mileage for any trips they perform. Availability is limited by the number of volunteers available, so not all rides can be accommodated. However, in some months up to 90% of denied Transit Link trips are accommodated through the volunteer program. This service is not available to all residents, as volunteers are unable to transport wheelchair clients in their vehicles.

SmartLink Mobility Management and Scott County have partnered to address legal and policy concerns sometimes associated with this service. Recently, Scott County supported state legislative language to define volunteers as “not for hire” to distinguish them from drivers “for hire” like Uber/Lyft type drivers. This definition helps insurance companies understand the nature of the program, so they don’t subject volunteers to higher insurance rates. The County also supported legislation to makes reimbursements to volunteers tax-exempt.

Currently, volunteer drivers are delivering essentials like medical supplies and food to vulnerable populations since passenger transportation has ceased during the COVID-19 pandemic. Building on this success, future considerations for



volunteers could include delivery of products, passenger transport to appointments, or allowing volunteers to drive a County vehicle that could be handicap accessible.

The mobility management program will continue to evolve and adapt to meet current and future challenges. This will require continued coordination between human services providers, and vulnerable populations to identify needs and provide solutions. With the limited number of fixed-route transit services, Scott County should continue to support Smart Link services and help identify areas for collaboration with other providers for service. Based on demand there is also an opportunity to continue to provide current expanded service hours in Scott County. The County should also continue to support legislation to make reimbursements to volunteer drivers tax exempt. Post COVID-19 Scott County and SmartLink should re-evaluate the volunteer driver program and the role within the County.

Human-Services Transportation

Metro Mobility

Metro Mobility is a public transportation service provided in the 7-county metropolitan area by the Metropolitan Council. Riders with disabilities who are unable to use typical fixed-route service are provided door-to-door service

anywhere within the 7-county metropolitan area. On a typical weekday, Metro Mobility provides more than 8,000 rides, and about a third of those rides are for people who use wheelchairs or other mobility devices. In 2018, Metro Mobility provided 2.38 million rides to more than 20,800 active riders who are certified to use the service. Between 2013 and 2018, Metro Mobility ridership increased 30%, or an average annual growth of appropriately 6% over each of the past five years” (Metropolitan Council, 2019). Currently, Metro Mobility only provides service within the Transit Taxing District, including the northern reaches of Scott County.

Private Providers

Numerous providers in the region operate private non-profit demand-responsive services for their clients. Private providers can include day training programs, community centers, senior centers, school bus providers, daycare centers, assisted living centers, medical clinics, or faith-based organizations and facilities.

All of these providers play an integral part in providing solutions to needs identified through the mobility management process of gaps analysis and discovery meetings. For example, venues might use school bus transportation in the summer for park events, or SmartLink Mobility Management might coordinate a senior center bus to fill a need for weekend transportation. These providers are great resources for public-private partnerships to fill identified gaps in county mobility needs.

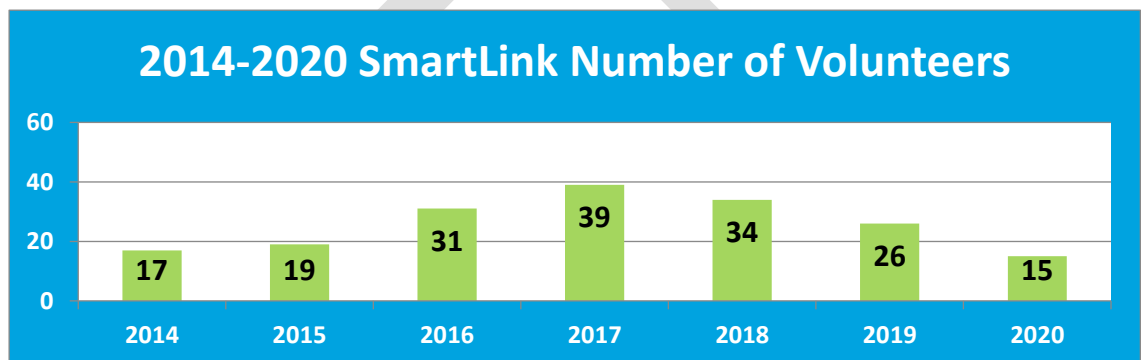


FIGURE 26: SMARTLINK NUMBER OF VOLUNTEERS (SOURCE: SMARTLINK, 2020)



Shared Vehicle Program

The Shared Vehicle Program provides a mobility solution for primarily seniors and individuals with disabilities. This program utilizes a community-based bus that is shared by multiple community organizations. The Federal 5310 program pays for 80% of the cost of purchasing a shared vehicle, with the owner required to pay the remaining 20%. To qualify, the vehicle must be shared among two or more organizations and support seniors, individuals with disabilities, and community members. SmartLink Mobility Management helps coordinate partners, tracks schedules, and handles federal reporting requirements. SmartLink has also played a role in connecting partners with private vehicles that may fulfill their needs.



FIGURE 27: HOP SCOTT SERVICE LOGO

As of 2020, the only shared vehicle is in the city of Norwood Young America in Carver County, but SmartLink has assisted a senior bus in Shakopee with the ability to partner with Shakopee Park and Recreation department for coordinated transports of seniors to outings and events.

Although funding for this service is contingent on the Federal program, the current structure has been in place for over 20 years. This program presents great possibilities for coordinated partnerships that serve low-density areas or fulfill a particular geographic need. SmartLink will continue to discover these needs and gaps and use this solution when the partners in the area are willing to work together to solve their client/user needs. Trips completed through this program provide direct assistance to those in need, but also may provide an opportunity to expand Transit Link (dial-a-ride) service to areas with high requests.

Live Well at Home Grant

Live Well at Home pilot program grant, funded by the Minnesota Department of Human Services, provides a minivan with handicap accessibility to provide transportation in rural parts of Scott County. These minivans are owned and maintained by the County but driven by local, vetted, and trained volunteers. The purpose of this service is to assist in transportation gaps that exist in cities such as Belle Plaine, Jordan, New Prague, and Elko New Market. This grant funds the pilot program to take place from October 2020 to July 2022. SmartLink Mobility Management will market, schedule, and coordinate local partners to best utilize these funds.

This solution helps provide transportation for persons with disabilities that cannot be accommodated by Transit Link (dial-a-ride). This service also helps with any gaps that volunteer drivers cannot perform because of availability or accessibility. If successful in these areas, the Live Well at Home grant may provide a model for the expansion of these solutions to rural areas that are hard to serve with traditional Dial-a-Ride.

Non-Emergency Medical Transportation

Residents of Scott and Carver Counties who receive Medical Assistance benefits may qualify for non-emergency-medical-transportation (NEMT) services to provide rides to and from medical appointments. Provision of these services is mandated by the Minnesota Department of Human Services. These services can range from the reimbursement for personal mileage, volunteer driving services, public transit solutions, or contracted transportation services to provide these rides. SmartLink Mobility Management contracts with Scott and Carver Counties to provide NEMT for medical assistance clients.



Contracted service providers offered through SmartLink are typically taxi-type companies that are STS (Special Transportation Services) qualified with vehicle inspections and personnel background checks. These service providers can be used to fill transportation service gaps for other types of clients, including foster care children transportation and veteran's medical transportation that cannot be accommodated through typical channels. This service has also been utilized in 2020 to provide COVID-19-related transportation.

Continued coordination is needed to identify solutions that provide adequate service to persons with disabilities who reside outside of the current service area. The County should seek to utilize alternative services such as private providers in creative ways to meet the transit needs of Scott County residents. Smart Link and Scott County should continue to work together to identify areas of opportunities to expand programs such as Shared Vehicle Programs or Live Well at Home Grants to rural areas that are underserved by transit. Smart Link and Scott County should evaluate the Live Well at Home Grant in 2022 to determine the next steps and secure funding for the program after the contract expires.

Ridesharing

Ridesharing refers to the use of technology to match passengers seeking a ride to a specific destination with drivers of vehicles for hire. In Scott County, ridesharing is offered by major Transportation Network Companies (TNCs), Uber and Lyft. TNCs provide transportation services for compensation using a mobile application to connect drivers offering their services with passengers.

Below are the current service areas of both Uber and Lyft in the Twin Cities Metro region. Both services are offered in Scott County but have limited service due to the lack of drivers and long wait time for the service. In 2020 both Uber and Lyft have seen a decline in drivers due to the COVID-19 pandemic. Scott County should continue to monitor and explore service options for TNC's within the County. Based on the increase in satisfaction with transportation and a decrease in transportation barriers in the Dakota County Lyft Pilot Partnership— the County should explore whether a similar partnership could deliver subsidized on-demand ridesharing service for all communities of Scott County.

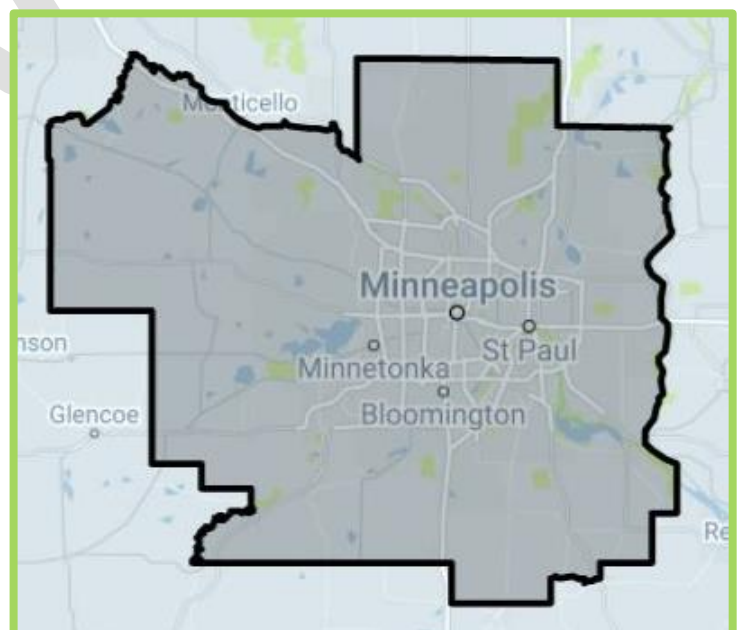


FIGURE 28: LYFT SERVICE AREA (TOP) UBER SERVICE AREA (BOTTOM)



Case Study: Dakota County and Lyft

With the support of a \$100,000 Minnesota Department of Human Services Innovations Grant, Dakota County and Lyft partnered to allow those accessing Dakota County Social Services case management services to use Lyft to get to and from their employment. The goal of the program is to eliminate transportation barriers to and from employment. Early data shows that there are 505 individual riders in the County as of October 2020. Rider's average 18 rides per month, with a trip cost of \$12.95. Most significantly, six months after starting to ride Lyft, satisfaction with transportation increased from 24% to 85%; additionally, six months after starting to ride Lyft 100% of riders indicate that their transportation

Travel Demand Management

Travel demand management (TDM) is a set of strategies aimed at maximizing traveler choices. TDM is concerned with how people make optimal use of locally available transportation resources, with a strong focus on getting people out of single-occupancy vehicles. Managing demand provides travelers with multiple options to improve travel reliability.

Travel demand management strategies can be objectives-driven and performance-based approaches with measurable objectives. Strategies used to manage travel demand include vanpool and carpool programs, guaranteed ride home programs, and ridesharing.

Guaranteed Ride Home program

Guaranteed Ride Home is a service offered by Metro Transit that provides trip reimbursements for transit commuters who must deviate from their intended schedule. Commuters who travel to a job, post-high school education, or a day-long volunteer opportunity and take a bus, train, bike, and/or carpool at least three days a week are eligible for this program. According to the Metropolitan Council, the guarantee ride home program minimizes the chance of being stuck at work due to limited transit schedules like express routes that only travel in one direction at certain times during the day. This service provides a sense of comfort knowing riders can take care of family emergencies or stay late at work while still taking transit. Trips are only eligible if it's a personal illness or emergency medical issue, sick child, unplanned overtime, or regular car/vanpool is unavailable. Commuters utilizing this service pay for the initial ride using a taxi or on-demand ride service and receive reimbursement by check via the US Mail.

Vanpool & Carpool Programs

The Metropolitan Council's commuter vanpool program, [Metro Vanpool](#), provides financial assistance for employers or groups of employees to rent a van to carry larger groups of people to work. Vanpools typically have five to 15 people sharing the ride to and from work an average of three or more days each week. Each van has a volunteer driver and backup driver. This allows workers in areas not well served by fixed-route transit to take advantage of cost savings and commute more sustainably.

Metro Transit Carpool is a program that allows groups of users to cut commuting costs by sharing a vehicle. The program will match people by origin and destination to create a carpool together. Some carpool groups may be eligible for reduced parking costs. Carpoolers can save commuting time by utilizing MnPass lanes for free.

Transportation Management Organization

A Transportation Management Organization (TMO) is a resource that provides information to help employers and employees make the switch to alternative, cost-effective commuting options. TMOs can become a source for



information on carpool vanpool, bus, and other mobility solutions for employees, and aid employers in incentivizing high-occupancy transportation use. A TMO can survey residents about needs and identify priorities along a corridor.

Currently, no TMOs operate within Scott County, but a future opportunity may include establishing a TMO for the US-169 corridor. The US-169 corridor is highly congested during morning and afternoon rush hours. As of 2018, MnDOT classifies the Bloomington Ferry Bridge on the US-169 corridor as having 3 or more collective hours of congestion between 5 and 10AM. This level of congestion is similar to the region's I-494 corridor, which is currently served by the I-494 Commuter Services Transportation Management Organization. The I-494 Corridor Commission works with businesses, residents, and agencies to address concerns about the increasing traffic congestion along the I-494 corridor. The organization works to encourage economic growth and regional prosperity through improved transportation options. The Commission also serves as a TMO by working with employers to encourage the use of alternative transportation options.

With Scott County being on the fringe of the urban area with limited all-day fixed-route service, there is an opportunity to educate and market the Guaranteed Ride Home program to Scott County residents. Giving Scott County commuters peace of mind that there is an option available if they need to get home or if they miss the last bus will boost their confidence in choosing transit. Marketing this service at the Marshall Road Transit Station and other bus stops will educate riders about this service. Scott County should partner with Metro Transit to increase awareness and market vanpool and carpool programs. Providing information on these services on the County's website or social media pages would be a simple first step. The County should partner with local cities and businesses to explore the establishment of a US-169 TMO. As an interim step, the County may explore partnerships with the I-494 Commuter Services TMO to identify and implement solutions for the south of the Minnesota River commuters along the US-169 corridor.

Emerging Technologies

Rural populations are often isolated when it comes to public transportation due to low levels of service, funding, and spatial geographies. Exploring future transit options and emerging technologies could be a solution to connect rural residents to the rest of Scott County and the greater metro. Emerging Technology and Shared Vehicle Services could also serve as an alternative or supplemental service for Transit Link services in both the rural and urban areas. It will be critical for Scott County to remain flexible and adapt to these technological advancements to stay on pace with the rest of the metro and provide connections for rural residents who could benefit from transit advancements.



FIGURE 29: EV CHARGING STATION (SOURCE: MNDOT)

Electric Vehicle Charging Stations

Electric Vehicles (EV) are becoming a part of our transportation system. From cars to buses in transit fleets, Scott County should begin to explore this technology. There is a significant number of automobile companies committing to grow their electric vehicle options. Several automakers have announced they will be phasing out gas-powered cars by 2030/2035 (Metropolitan Council, 2020). Scott County should begin to explore and identify policies and investments that can contribute to the growing electric vehicle charging network in the Twin Cities region. By implementing charging



stations at park and rides, mobility hubs, and transit stations an added benefit is created for the transit user. Funding opportunities also currently existing for EV charging stations and will continue to be available until 2027 because of the VW emissions settlement.

In 2016, German carmaker Volkswagen (VW) was caught evading emission standards and violating the federal Clean Air Act by selling cars that emit air pollution over the legal limit. As part of an agreement reached with the federal government, VW paid \$2.9 billion into a fund called the Environmental Mitigation Trust. As a result, Minnesota received a settlement based on the number of VW vehicles registered resulting in a 47 million dollar settlement (Minnesota Pollution Control Agency, 2020). Up to 15% of these funds are dedicated to installing EV charging stations.

As electric vehicles become more popular Scott County should continue to explore, evaluate, and take advantage of funding for electric vehicle charging stations. Scott County should also study and identify potential sites for charging stations at transit stations, mobility hubs, and park and rides.

Autonomous Vehicle Technology

Connected vehicle technologies allow vehicles to communicate with each other and the surrounding environment. Many people are already familiar with this technology and utilize it to some degree. A common example includes satellite navigation, advanced braking systems, and driver assistance available on many modern vehicles. Fully autonomous vehicles take this technology a step further and are equipped with technology systems that make the car self-driving. These vehicles are often used for shuttle and small-scale transit services to reduce operating costs.

Scott County, through a project called Resilient Communities, collaborated with University of Minnesota graduate students to study autonomous vehicles and what kind of impact their potential would have on citizens of Scott County. The study on autonomous vehicles found it will be critical to prepare elderly residents and residents with disabilities for potential autonomous vehicle services by familiarizing them with using their phones for researching services, requesting rides, scheduling, paying, interacting with real-time notifications. Rochester has a demonstration project through MNDOT on a small fixed-route circle, set to be done in 2021. The success and challenges of this pilot project may provide future direction for other operators.



FIGURE 30: AUTONOMOUS VEHICLE (SOURCE: MNDOT)

Entertainment Route Pilot Project

Northern Scott County is home to some of the largest entertainment complexes within the Twin Cities Metro region. Destinations include Valleyfair Amusement Park, Canterbury Park, and Mystic Lake Casino, Hotel, and Convention Center. These attractions, combined with seasonal events and activities such as Summer Jam at Canterbury Park and local fall activities such as Sever's Fall Festival, the Minnesota Renaissance Festival and a host of others attract thousands of visitors to Scott County each year. Due to the region's limited transit options, visitors often opt to drive between nearby destinations.



However, several options exist to consolidate and coordinate transit services among these major destinations. Currently, Mystic Lake Casino and Canterbury Park operate a limited shuttle. Mystic Lake also collaborates with the Resistance Festival to operate a shuttle to the Resistance Festival, utilizing Mystic Lake as a park and ride. The County Highway 83 corridor that connects Mystic Lake Casino and Canterbury Park hosts six hotels nearby. The high volume of visitors and the proximity to attractions and hotels present a unique opportunity to implement a shuttle service with the potential of implementing an autonomous vehicle pilot project originating at Mystic Lake Casino and serving the area hotels as well as Canterbury Park and Valleyfair Amusement Park.

The CH 83 corridor would be a prime candidate for an autonomous vehicle pilot project with the relatively low speed within the corridor, the distance between destinations, potential private partnership opportunities, and numerous visitors who would utilize the service. A variety of funding models should be explored, including public-private partnerships with existing businesses, and utilizing the existing Canterbury Park shuttle to reduce initial capital costs.

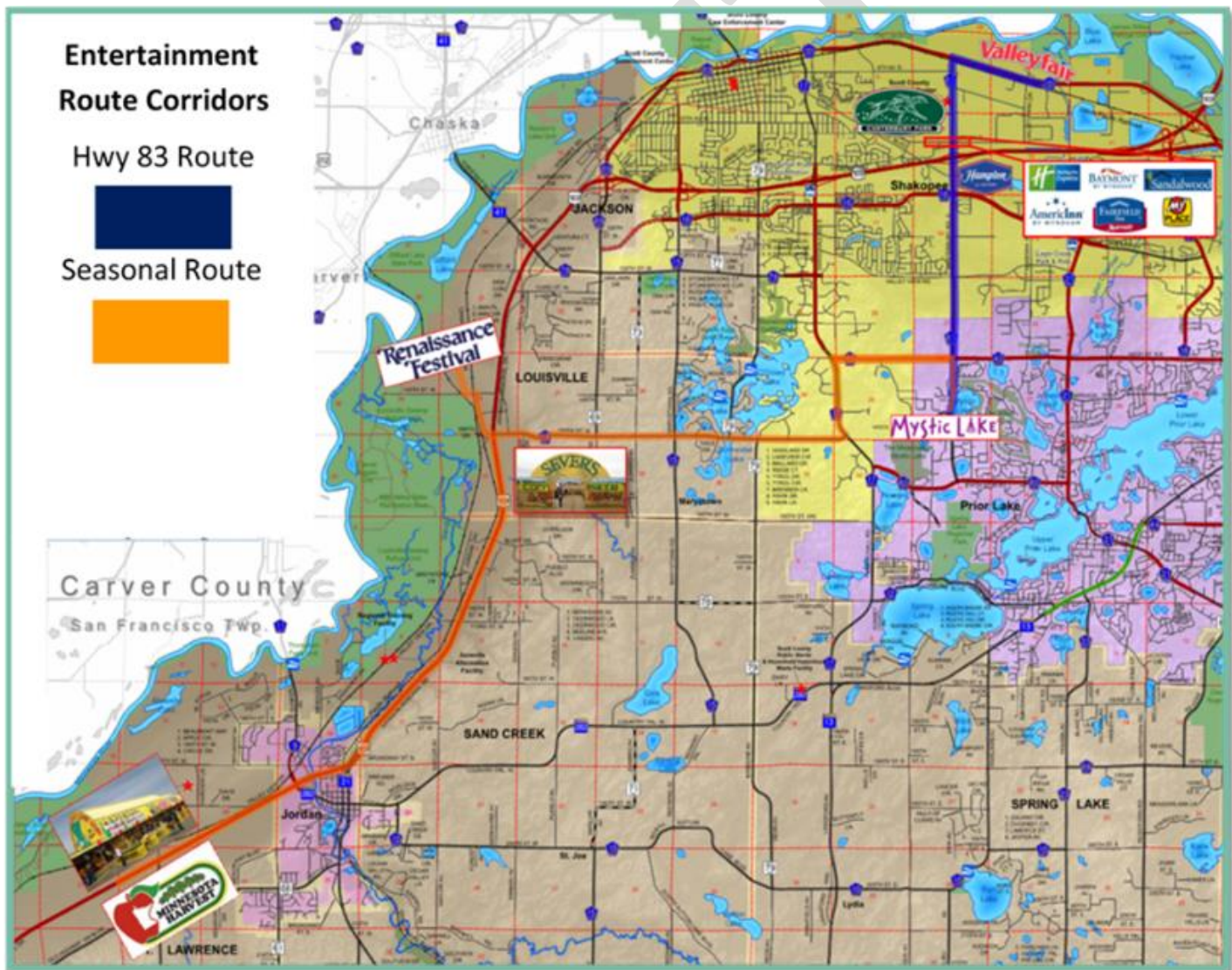


FIGURE 31: ENTERTAINMENT ROUTE PILOT PROJECT



Scott County is also unique with many seasonal attractions. Implementing a seasonal trolley service during September and October could offer an additional benefit for visitors coming to Scott County to visit the Renaissance Festival, Sever's Fall Festival, Jim's Apple Orchard (Minnesota's largest candy store), and Minnesota Harvest Festival. This service could provide transportation between these events and local hotels, also linking to Mystic Lake Casino. By only operating in the fall months and keeping service limited to the weekends when the attractions are open, capital, and operating expenses would be relatively low. Users of both the CH 83 and the seasonal route would be able to connect to local and regional transit by taking the Mystic Lake Shuttle to the Marshall Road Transit Station to connect with fixed-route local and express service.

Within Scott County, the potential Entertainment trolley route on CH 83 would be a prime candidate for autonomous vehicle testing. The proximity of destinations provides an opportunity to bring alternative mobility options to a large number of visitors. Businesses could also utilize the autonomous vehicle pilot for marketing purposes to bring additional visitors to Scott County. People will see Scott County as an area of innovation by bringing a pilot program to the region. Pilot projects are often funded through state or local sources, also limiting the financial liability to the county. The pilot would be used to evaluate the benefits and challenges of automated vehicles, especially between venues that attract many visitors each year.

The Local Mobility Management, Demand Responsive Transit, and Emerging Technologies recommendations are available in Chapter 8: Recommendations of report. The recommendations acknowledge mobility management, on demand transit, and emerging technologies will work best to address the transit and mobility needs of Scott Counties' small cities and rural areas. Through policy and improved coordination and partnerships, these recommendations focus on supporting and improving existing Transit Link (dial-a-ride)/SmartLink Mobility Management services, as well as future technological advances in mobility. The recommendations address the mobility management board, senior mobility in small cities and rural Scott County, youth engagement, private transportation options, the Transit Link service model, Americans with Disabilities Act (ADA) transportation service in a small city and rural areas, SmartLink mobility management customer service, emerging technology, public transportation partnerships, and a transportation management organization. The implementation partners identified for this group of recommendations include Scott County, cities, SCALE, SmartLink Mobility Management, First Stop Shop, employers, schools, senior housing, I-494 Corridor Commission, MnDOT, and Metropolitan Council. Refer to Transit Supportive Infrastructure for discussion of the park and ride recommendations and transit supportive technology.



CHAPTER FIVE:

Public Transportation Facilities



Chapter 5: Public Transportation Facilities

Providing accessible and safe transportation facilities is a critical element for efficient and effective transit service throughout the region. Public transit facilities in Scott County include bus stops, park-and-rides, bus shoulders, and supportive mobility options, all of which increase the proficiency of a transportation network. This chapter will provide a comprehensive review of existing public transit facilities in Scott County and identify potential improvements based on analysis.

Bus Stops

Bus stops are located along MVTA fixed bus routes. All routes include an ADA-accessible concrete pad as well as a bus stop sign and stops with higher ridership also have a shelter. Adding bus stop IDs on signs at all fixed-route stops will provide opportunities for passengers to find real-time bus arrival information or access to book on-demand services. In Shakopee MVTA route 499 and 497 operate on a flag-stop system. This is where the transit user flags down the bus at a safe location on the bus route. While some stops on these routes have designated stops such as shopping centers or transit stations most do not, often leaving transit users questioning if they missed the bus or if they are in the correct location.

Park-and-Rides

Park and rides are parking lots with public transit services that allow commuters to leave their automobile for extended periods. Most often park-and-rides serve those commuting into city centers where the cost of parking is high. Park and ride facilities help commuters avoid stressful commutes, lower the cost of transportation and improve travel time reliability. Transit buses often have faster travel times during AM and PM peak travel periods because they can utilize transit advantages like bus-only lanes and transit signal priorities. With high usage, these facilities can reduce congestion and emissions. Many park and ride facilities are accessed by vehicle since those utilizing the park and rides do not live within walking distance of a transit stop or station. These facilities also benefit commuters with electric vehicles, which often have reduced ranges, as the park-and-ride facility is closer to home than the ultimate destination.

Every three years Metro Transit publishes an Annual Regional Park-and-Ride System Report summarizing the current trends of the Twin Cities regional park and ride system. As of October 2018, there were over 104 active park and rides located throughout the Twin Cities metropolitan area with four park and ride locations in Scott County, three of which are in Shakopee (Marshall Road Transit Station, Southbridge, and Eagle Creek) and the remaining in Savage. Based on the Annual Report, Scott County residents also utilize several other park and rides located outside the County, such as the Kenrick Park & Ride, located in Lakeville (Metro Transit), Burnsville Station in Burnsville (MVTA), SouthWest Village in Chanhassen (Southwest Transit), or Southwest Station in Eden Prairie (Southwest Transit).

In 2018, Metro Transit obtained Minnesota user origin data from the Driver and Vehicle Services Division of the Minnesota Department of Public Safety. Geocoding user origin data allowed Scott County staff to analyze this data to show generalized customer origins while protecting individual user privacy. shows Scott County park and ride user origins and travel patterns in 2018. This data also provided insight for transitway ridership forecasting by analyzing demand and usage at each of the park and rides. As expected, park and ride users generally chose a park and ride location based on their origin and travel within relatively small travel sheds. Most trips originated within the same zip code, as discussed in the Metro Transit Park and Ride Report.

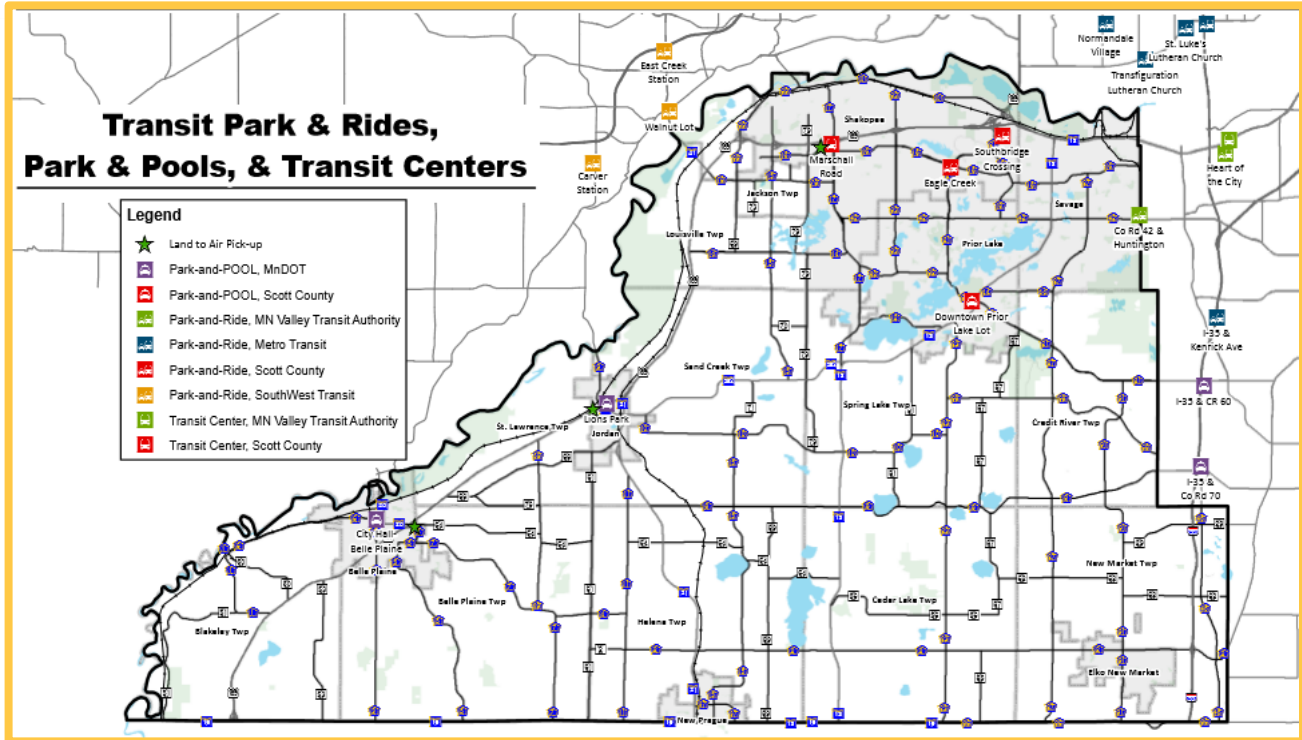


FIGURE 32: SCOTT COUNTY PARK & RIDE, PARK & POOL AND TRANSIT CENTER LOCATIONS (SOURCE: SCOTT COUNTY)

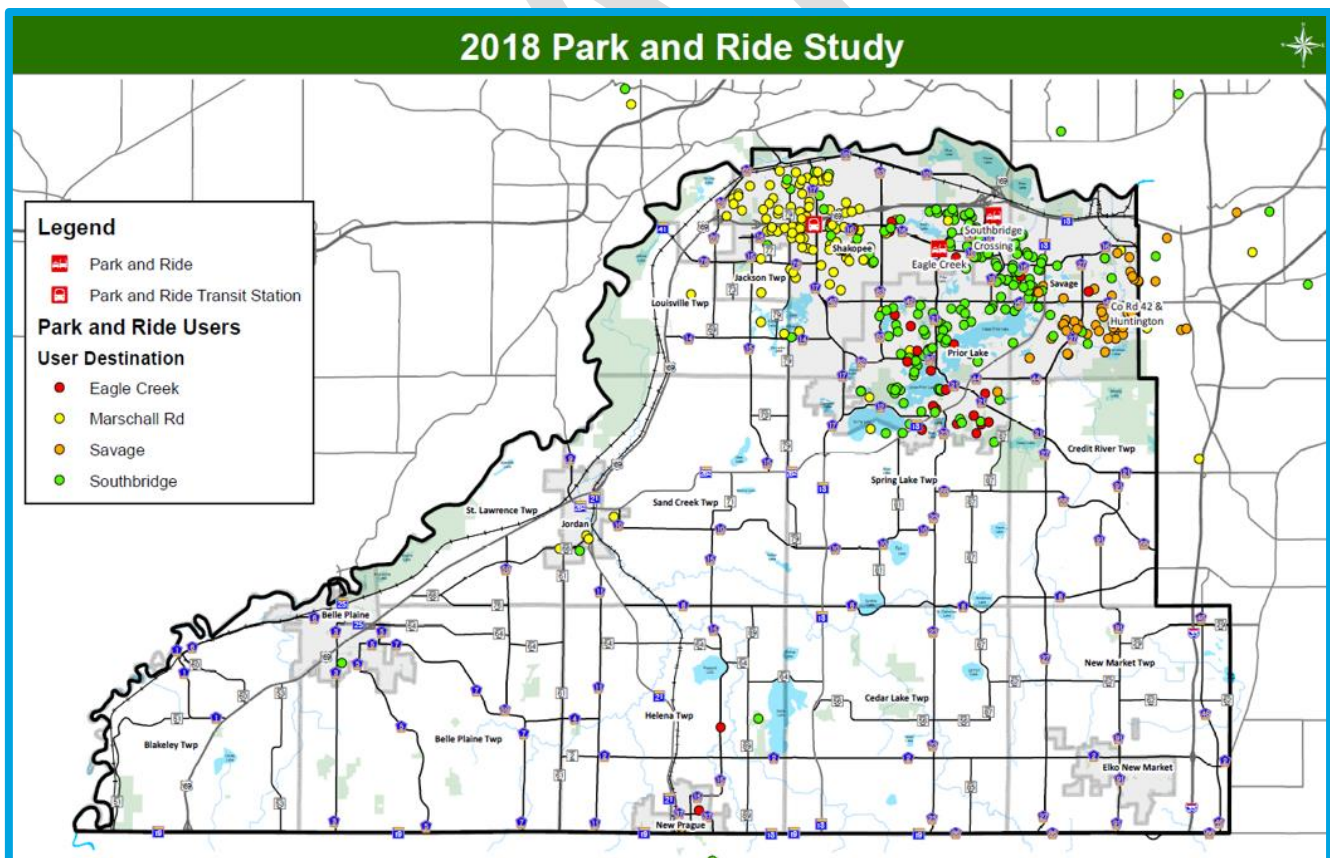


FIGURE 33: SCOTT COUNTY PARK & RIDE USER DESTINATION (SOURCE: METRO TRANSIT, 2018)



2020-2021

PARK AND RIDE SURVEY FAST FACTS

To get a better understanding of Scott County park and ride needs, Scott County and SRF Consulting administered a survey of park and ride users in 2019 at each of the three park and rides in Shakopee. Almost 200 valid user surveys were received, with most responses collected at the Southbridge Park & Ride.

To complement the user survey, StreetLight Insight Origin and Destination (O-D) data was used to better understand travel patterns to and from each of the three northern Scott County park and ride facilities. Two separate analyses were completed using this data to understand park and ride users' home locations and whether there were notable travel patterns between park and ride facilities and nearby retail locations.

Results of the park and ride user survey and StreetLight O-D travel pattern analyses, in combination, point to several key findings about the current markets using the Marshall Road Transit Station (MRTS), Southbridge Crossing, and Eagle Creek park-and-rides. Results from the user survey were confirmed in the StreetLight data.

Currently, most users travel to MRTS or Southbridge for service. Based on this information and ridership, the Eagle Creek Park and Ride is underutilized. Knowing that users are not drawn to park and rides for commercial or retail reasons, further study should be considered on consolidating the Southbridge and Eagle Creek Park and Rides with the potential for redevelopment at one of the sites. With Eagle Creek located in such proximity to Southbridge, users would experience only a slight increase in travel time depending on their origin. Potential redevelopment at the Southbridge Park and Ride could take advantage of higher levels of walkability and surrounding amenities. Scott County is currently facing a workforce housing shortage. When studying the park and ride consolidation, the inclusion of workforce housing should be further analyzed. Eagle Creek is currently under lease from the SMSC, while the Southbridge Park and Ride is owned by Scott County.

Based on the forecasted growth of Scott County, additional park and ride facilities will likely be needed further south on US 169 and Interstate 35. The southern part of US 169 will be especially important to study in conjunction with future river crossing alternatives for western Scott County due to highway flooding caused by the Minnesota River. Currently, in the Interstate 35 corridor, transit users from Elko New Market must travel up the 35W corridor to the Kendrick Park & Ride (Metro Transit) in Lakeville or to Burnsville Transit Center in Burnsville (MVTA) for service. It's recommended a pilot project and further study be considered to analyze the Elko New Market area for a future park-and-ride location and service. Support cities in preparing a detailed site plan that delivers transit-supportive land uses once a park-and-ride site is selected. Other possible sites that should be analyzed with development growth include:

- *In Shakopee Annexation Area south of CH 69 on CH 169 (1-5 years)
- *Convert the CH 70 Interchange Park and Pool Lot to Park & Ride for Express Bus Service
- *CH 2 area in Elko New Market (10+ years)
- *CH17/TH13 area south Prior Lake (10+ years)

72% of respondents travel less than 10 minutes to the nearest park and ride

"Closest to my home" was the most important factor in selecting which park and ride facility to use

25% of respondents travel to at least one other park and ride occasionally because of higher level of services available

Travel time on the bus is equally important to level of transit services

50% of park and ride users regularly access retail in the afternoon or evening commute

Proximity to retail has low influence on park and ride choice

9% of respondents selected the ability to conveniently stop somewhere between their home and the park and ride as among the top 3 factors influencing which facility they chose



Scott County should evaluate the usage of the Eagle Creek and Southbridge park and rides and consider consolidation due to the underutilization of Eagle Creek. Scott County and the City of Elko New Market should work together to identify potential sites for a future park and ride in Elko New Market. A simple first step would be securing a site at an existing location or a new site perhaps dedicated through the land development process for a park and pool.

First and Last Mile Solutions

Often, one of the major challenges facing transit providers is the challenge of getting riders between their home and transit stop, and from their final stop to their ultimate destination. This is referred to as the “first and last mile problem.” These challenges are made up of barriers preventing transit users from accessing transit, including gaps in sidewalks and trails and physical barriers such as closed medians or highways. Many solutions have been tried and tested to reduce the distance between a traveler’s origin or destinations or to improve the travel experience to and from. Current land use patterns within the County make these barriers more challenging because of long distances between users’ homes and destinations.

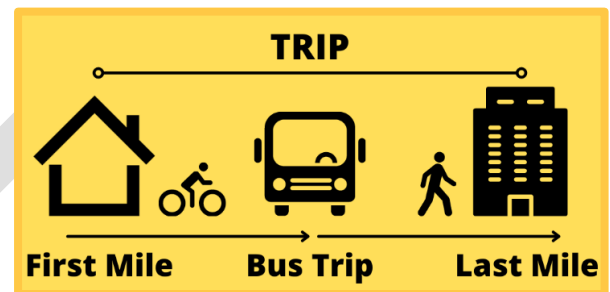


FIGURE 34: FIRST- LAST MILE DIAGRAM

Potential first- and last-mile solutions include:

- **Improved Pedestrian Network:** Many transit users walk to access the service. The availability of a walkable route from the user’s home to a transit stop or station is important to make transit work. Local infrastructure needs should be considered to accommodate walking facilitates like sidewalks, lighting, and safe crossings.
- **Ridesharing Services:** Some transit services around the country have teamed up with ridesharing companies to offer free or subsidized rides from transit stops to destinations within a certain distance. This is typically offered in areas without safe walking accommodations. These services may be accommodated via on-demand or autonomous shuttles.
- **Shared Mobility Services:** These solutions include bike- or scooter-sharing services. Locating these services at transit stops, can encourage users to bike or “scoot” the final mile. However, for these to be successful, local infrastructure must accommodate the safe use of these travel modes.
- **Wayfinding:** The provision of visual signs, can aid travelers in navigating local infrastructure.
- **Integrated Fare Payment System:** Developing an integrated fare payment system between Land to Air and local MVTA services would make commuting easier and more convenient for the transit user. A combined fare system along the US 169 should be further studied between transit providers to explore the feasibility of an integrated fare system.

Scott County should place increased emphasis on improving the travel experience through sidewalks, wayfinding signs, bike/scooter lanes, and shuttles or autonomous vehicle pilots as connectivity solutions to increase accessibility to transit service. Solutions in the more rural areas in Scott County could include wider shoulders to accommodate bikes, implementing land use policies that encourage walkable grids while reducing urban sprawl, and implementing a Safe Routes to School program to improve safe walkability.



Transit Advantages

Transit advantages are infrastructure solutions that allow buses to bypass congestion. These solutions are typically cost-effective minor alterations of the existing transportation system, such as bus shoulders, bus-only ramps, or transit signal priorities. In Scott County, existing transit advantages include bus-only shoulders and ramps. MRTS and Southbridge Park and Rides also have bus only ramps for buses to enter US 169, adding an advantage to bypass congestion and circuitous routing.

The Twin Cities metropolitan region has more than 300 miles of freeway shoulders that are available for buses to use. The following conditions must be met for shoulder use:

- Bus shoulders can be utilized by public transit buses when traffic is moving at 35mph or less.
- Utilizing the shoulder must save buses more than 8 minutes per mile in travel times.
- Lastly, the roadway must also be utilized by more than 6 buses per day.

When these conditions are met, the buses utilizing these shoulders as travel lanes cannot exceed the speed of traffic by more than 15mph, with a maximum speed of 35mph; buses must yield to any vehicles entering the shoulders and must join a regular lane if the shoulder is blocked by stalled cars or debris.

Bus shoulders can decrease travel time for those on the bus and reduce congestion for those on the roadway. Opportunities exist to expand bus shoulders in Scott County, as shown in Figure 35, to further decrease travel times.

Transit Signal Priority (TSP) is a technology used at intersections to reduce dwell time at traffic signals specifically for transit vehicles. Priority is given by holding green lights longer or shortening red lights when transit vehicles approach the intersection. The intersection of Country Roads 21 and 18 has been identified as an intersection where transit vehicles could benefit from reduced dwell time to increase efficiency. Working with MnDOT to explore the technical and financial feasibility of implementing transit signal priority on the state and county highway system will be beneficial as fixed route and on-demand public transit service expands in Scott County.

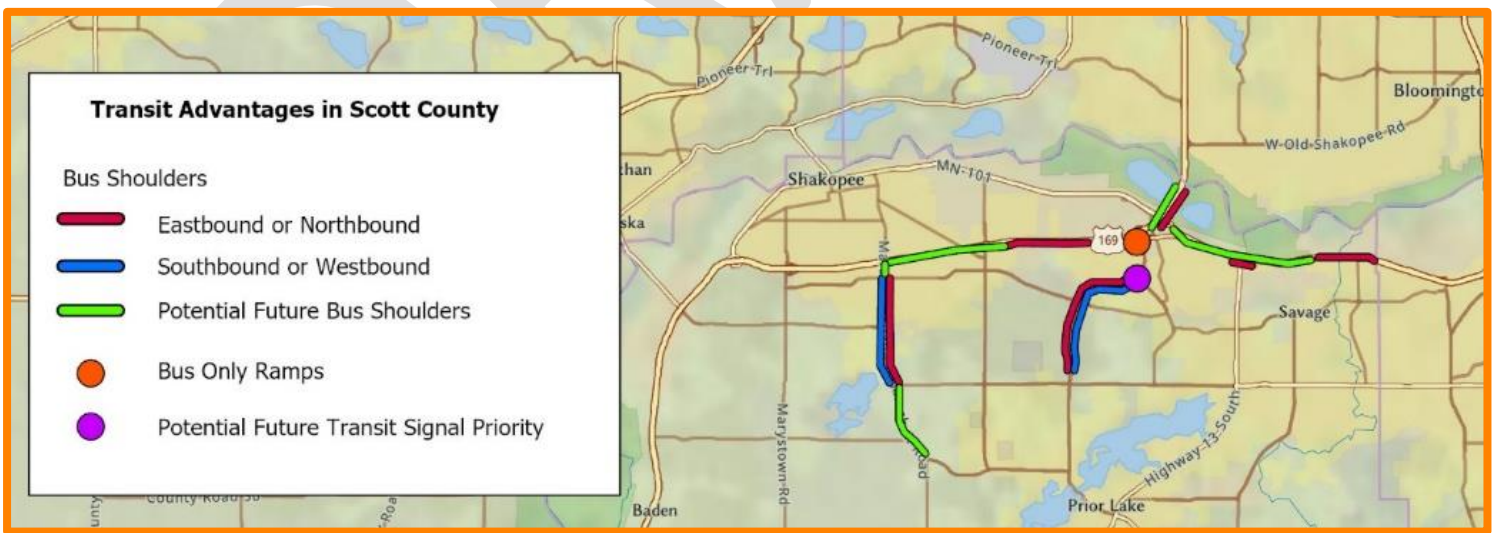


FIGURE 35: CURRENT & FUTURE TRANSIT ADVANTAGES IN SCOTT COUNTY



Transit Advantages on TH 13 Corridor

Trunk Highway 13 serves as an east-west principal arterial roadway generally following the southern banks of the Minnesota River to St. Paul. Part of the National Highway System, TH 13 provides a highway connection between two major river crossings in the area: the Bloomington Ferry Bridge on Highway 169 and Interstate 35W. This roadway is the major continuous east-west corridor in Scott County. It is a primary route for business, freight, and commuter traffic. The roadway connects the southern metropolitan region and southern Minnesota to the Minneapolis-St. Paul metro north of the Minnesota River. TH 13 provides the only roadway access to the Ports of Savage businesses along the Minnesota River, and thus, this is a highly congested corridor, serving multi-purpose transportation.

Several transit service providers utilize the TH 13 corridor. Minnesota Valley Transit Authority operates several routes along the TH 13 corridor, including route 495 to the Mall of America. SMSC Gaming Enterprises-operated transit also utilizes this roadway, along with multiple demand-responsive, human services, and medical assistance transit providers.

Several solutions to the congestion on this corridor were outlined in the Trunk Highway 13 Dakota Ave-Yosemite Ave Design Study (2017). These include transit advantages like bus-only shoulders in both directions and an inline transit station. Inline transit stations are located adjacent to the vehicle roadway like a freeway. These stations require the bus to exit the primary running way, access the station, and immediately return to the running way. This maximizes travel time savings when convenience and distance to passenger boarding and alighting are near the route of travel.

This transit station would serve as a connection to the METRO Orange Line. The Orange Line will have a transit station opening in central Burnsville and at the intersection of 35W and Burnsville Pkwy. Improved access to transit stops along TH 13, including grade-separated bicycle and pedestrian facilities, will also be beneficial as this corridor evolves into a limited access highway.



FIGURE 36: INLINE BUS STATION (SOURCE: TH 13 STUDY, 2017)

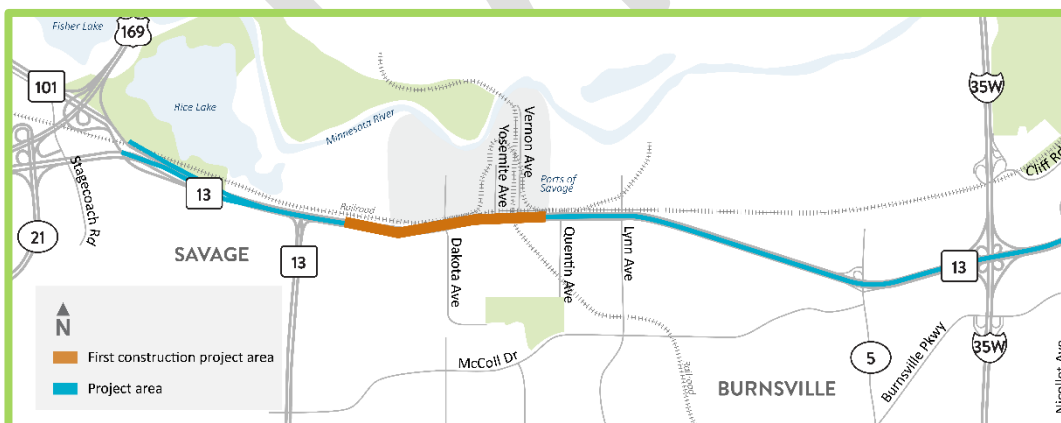


FIGURE 37: TH 13 CORRIDOR IMPROVEMENTS (SOURCE: MNDOT)

-TH 13 is one of two East-West **Principal Arterial** corridors south of the MN River.

-9%-15% of vehicles is heavy truck traffic (75 trucks per hour)

-2.1 Million Tons of material shipped through the Ports of Savage



Scott County should work with transit partners and MnDOT (where applicable) to monitor and expand the bus shoulder advantage in Scott County when congestion levels are met. Additional intersections should also be explored and studied to expand transit signal priority technology within the County. The County should work with the City of Savage and MnDOT to implement transit advantages such as bus only shoulders and an inline station when planning and constructing roadway projects along the TH 13 corridor.

Mobility Hubs and Micro Hubs

Mobility Hub

A mobility hub is a central point in a transportation network that integrates multiple modes of transportation, supporting infrastructure, and placemaking to create centers that fill the first and last mile transit gaps. Examples of services or amenities that may be offered at mobility hubs include public transit, bicycle and pedestrian infrastructure, electric vehicle charging stations, and pickup/drop-off locations.

Investments in mobility hubs could be developed through public-private partnerships. In Scott County, the Southbridge Park and Ride and Marshall Road Transit Station (MRTS) are potential locations for mobility hubs. MRTS has been identified as a key location for a mobility hub because of its unique business and entertainment factors and location

(local and regional access). Creating a mobility hub at MRTS allows for an opportunity to connect people to their communities since mobility hubs are tailored to their specific context and support existing transit. MRTS has several features that lend themselves to the development of a mobility hub, including proximity to Highway 169, likely future



FIGURE 38: EXAMPLE OF MOBILITY HUB AMENITIES AND SERVICES

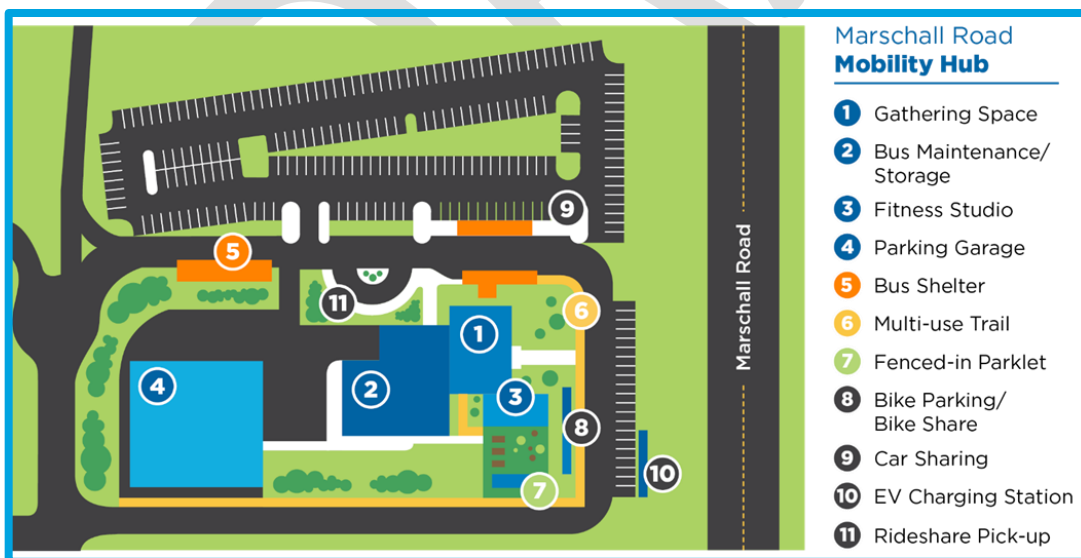


FIGURE 39: MARSHALL ROAD MOBILITY HUB CONCEPT (SOURCE: UNIVERSITY OF MINNESOTA)



residential development, existing transit service, and its location as a destination for public use.

In 2019 and 2020, Scott County partnered with the University of Minnesota as part of the University's Resilient Communities Program. The County and University students and faculty collaborated on more than a dozen multidisciplinary projects that advanced community resilience in Scott County. One of the projects was to envision a potential mobility hub at MRTS and its function within a suburban transit setting. Students explored how the transit station can best meet the needs of residents by accommodating bikes, scooters, HourCar, and autonomous vehicles that could be the first/last mile solution for commuters and for those traveling to the region for jobs and to the entertainment districts of Mystic Lake Casino, Canterbury Park, and Valley Fair. In addition, the project also explored the impact of future transportation modes on surface parking lots and car dealerships in the area, particularly the dealership located next to the transit station. After analyzing traffic routes, land use patterns, existing transit, and assets at MRTS, an ideal program was determined. Reconfiguring the existing space as well as adjusting travel patterns through the site would create a regional destination while serving the need of the residents

Micro Hubs

Micro hubs are connection points in the same city or throughout the County that allow people to gather and connect to a Mobility hub, destination, or another transportation service. An example of this would be a site in downtown Shakopee with a frequent transit connection to MRTS. Amenities at micro hubs typically go beyond a standard bus stop with added amenities such as a bus shelter or bike rentals. Incremental steps were outlined to prepare the MRTS site like sidewalks, bike paths, and bike rental programs, but also can be linked to 2040 comprehensive plans throughout the County for the micro-hub connections, as cities can start to plan what sites in their cities would be good for this type of transportation connections. The future could be an autonomous vehicle picking up at a micro-hub to connect to a mobility hub.



FIGURE 40: MICRO HUB MOBILITY CONCEPT (SOURCE: US DOT, 2018)

An opportunity exists to invest in mobility hubs at Marshall Road Transit Station and/or Southbridge Park and Ride. To better understand the best locations for mobility and micro hubs, the County should work with cities and townships to conceptualize mobility hubs and micro hubs in conjunction with the 2040 and 2050 comprehensive plans.

The Public Transportation Facilities recommendations are available in Chapter 8:

Recommendations. The recommendations focus on the capital investments that directly contribute to the success of transit in Scott County. These investments range from technology upgrades which increase transit efficiency to bicycle and pedestrian facilities which facilitate and encourage transit usage. The recommendations address park and rides, mobility hubs with and without transit-oriented development, the transit supportive bicycle and pedestrian system, transit advantages, transit supportive infrastructure, transit supportive technology, and transit-supportive river crossings. The implementation partners identified for this group of recommendations include Scott County, cities, SmartLink Mobility Management, transit providers, businesses, MnDOT, and Metropolitan Council.



CHAPTER SIX:

Regional Transit Services



Chapter 6: Regional Transit Services

Regional transit connections support travel to areas outside Scott County's borders. Regional travel supports travel throughout the region, including those who commute into or out of Scott County for work. Regional transit also increases mobility and accessibility for the County as a whole, improving connectivity and economic vitality, as well as supports the movement of goods that Scott County residents and businesses depend on. A diverse variety of goods and services are dispersed throughout the region and enabling access to these improves connectivity within the region. This chapter explores planned and studied options for improved regional connectivity and identifies some considerations for the future.

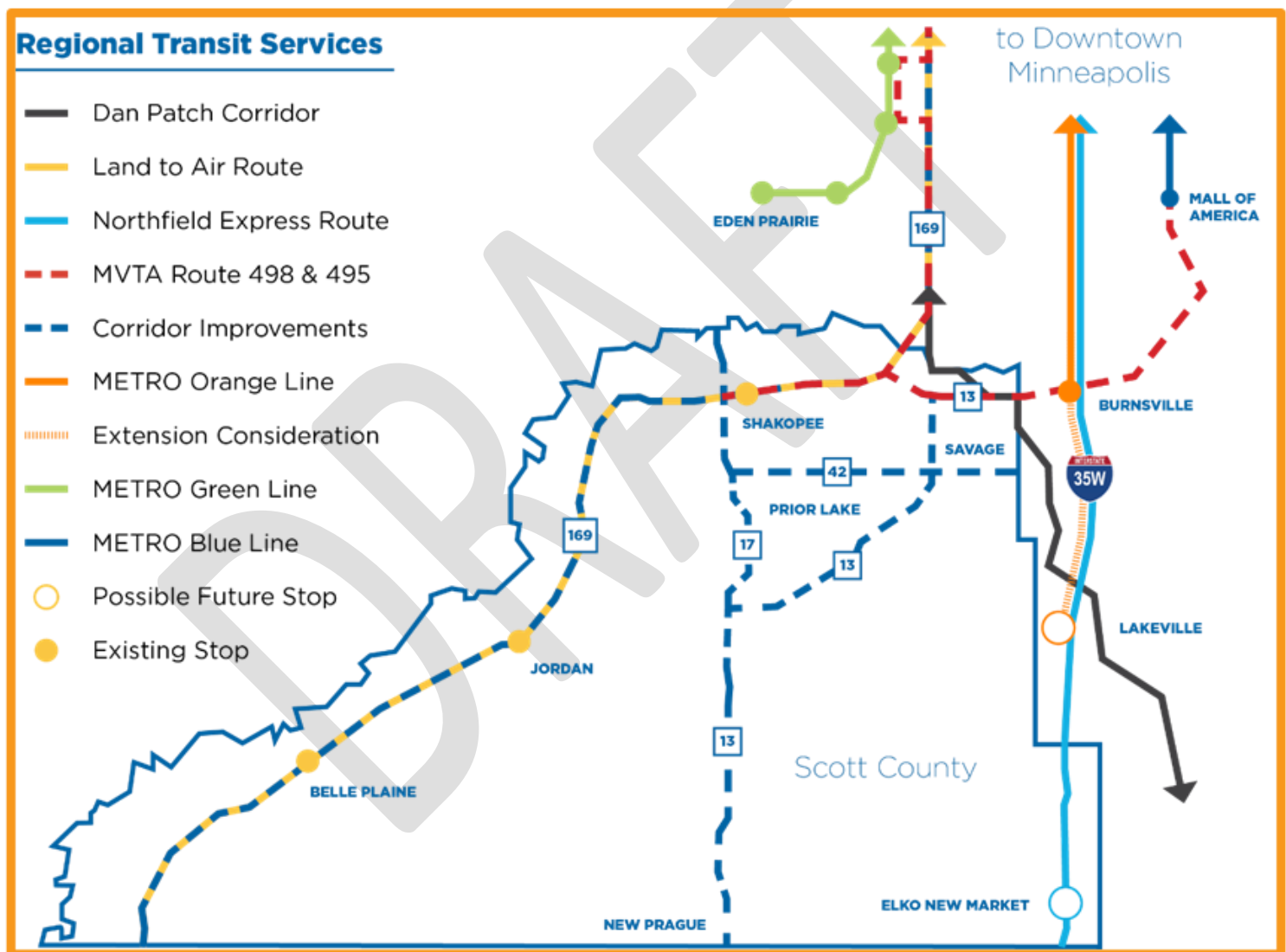


FIGURE 41: REGIONAL TRANSIT SERVICES IN SCOTT COUNTY



Inter-City Rail

Several options for inter-city rail service have been studied over the past few decades. In 2001, Dakota County initiated a study to examine the feasibility of a 44-mile commuter rail between the cities of Minneapolis and Northfield. This corridor is of interest as it increases transportation choice within the I-35 corridor and creates a major crossing point across the Minnesota River. The study assumed that the existing right-of-way is adequate to accommodate both planned freight and proposed passenger service of 14 trains per day on a single track. Assumptions for service in this study included 14 trains per day running only in the AM and PM weekday peak times, carrying 7,500 passengers per day. The study concluded that the current track would require complete rebuilding, with an estimated cost of \$441 million in 2010 dollars. Operating and maintaining 14 trains per day service was estimated to cost \$11.7 million before fare revenue was deducted. Additionally, implementing the service may face serious public resistance, as evidenced by the fact that approximately 70% of people contacted during the 2001 study were opposed to the plan.

However, in 2002, a law (Chapter 393, Sec. 85 Dan Patch Commuter Rail Line; Prohibitions) requires removing all references, other than references for historical purposes, to the Dan Patch commuter rail line from any future revisions to the Metropolitan Council's Transportation Development Guide and Regional Transit Master Plan, the State Transportation Plan, and the Commissioner of Transportation's Commuter Rail System Plan. Lastly, the Metropolitan Council, Commissioner of Transportation and regional rail authorities must not expend any money for study, planning, engineering, design, or construction for the Dan Patch commuter line. With this moratorium still in place as of 2020, there may be a future opportunity to repeal the law for future study of this corridor for multi-modal transportation.

In 2015, this rail corridor was again studied to examine the possibility of a new transportation connection at the existing Swing Bridge in Savage. The study found that the current owner of the bridge may be amenable to future plans, and that "travel demand for a new motor vehicle crossing at the existing [swing-bridge] location exceeds transportation system capacity in the vicinity. Regional transportation system upgrades would be required unless demand is managed" (Dan Patch River Crossing Scoping Study, 2015, Savage and Scott County CDA). Thus, there may be an opportunity for a multi-modal river crossing to be installed at this location. Additionally, the 2015 Minnesota Statewide Rail Plan designated the Minneapolis to Albert Lea rail corridor as a Phase I priority. (Minnesota Statewide Rail Plan, 2015).

The City of Savage has been identified as a potential future stop along the rail corridor based on the existing Swing Bridge which would be to access point for the rail line to cross the Minnesota River. Once the law is repealed the City of Savage should begin to identify land suitable for a station and potential future land uses around the station and rail corridor.

Project stakeholders for the Dan Patch Corridor should begin the process of repealing the 2002 law which forbids studying the corridor for alternative uses such as a passenger rail line. Once the law is repealed Scott County along with other project partners should study the feasibility of rail passenger transit along this corridor and evaluate alternative options.



169 Transitway

Highway 169 is a vital regional corridor that connects employees to jobs, and freight to destinations. The importance of this regional corridor has been identified by many as an ideal corridor for mobility improvements. Statewide plans and leaders have noted the importance of the Hwy 169 corridor between Mankato and the Twin Cities as a critical link for educational facilities, businesses, and regional freight and passenger transportation.

In 2018 the US 169 Mobility Study was completed; this study examines ways to improve mobility through both highway and transit investments. The US Hwy 169 Mobility Study sought to identify cost-effective options to improve transit and reduce congestion on US 169. The study, a collaborative effort between the Minnesota Department of Transportation, Scott County, and the Metropolitan Council identified potential highway 169 intercity service travel markets, needs, and opportunities to develop intercity bus service options, including long- and short-term recommendations. The first phase of the study identified and evaluated Bus Rapid Transit (BRT) alternatives along Hwy 169 between Shakopee and downtown Minneapolis. The study found that adding Highway Bus Rapid Transit, MnPASS Express Lanes, and other smaller improvements to Hwy 169 is viable and would provide significant mobility benefits to the corridor. Specifically, BRT between Marshall Road in Shakopee and downtown Minneapolis via Hwy 169 and Hwy 55 would have strong ridership and better connect people to jobs and other destinations. Adding a MnPASS lane in each direction on Hwy 169 between Marshall Rd. in Shakopee and I-94 would reduce congestion and provide long-term mobility benefits for transit and motorists in the corridor.

The second phase of the study analyzed bus connections and studied the potential for expanded intercity bus service along Hwy 169 between Mankato and the Twin Cities. The action taken from phase two of the study findings was Land to Air becoming a public transit service by receiving 5311f federal funding connecting Mankato and communities along Hwy 169 to Minneapolis.

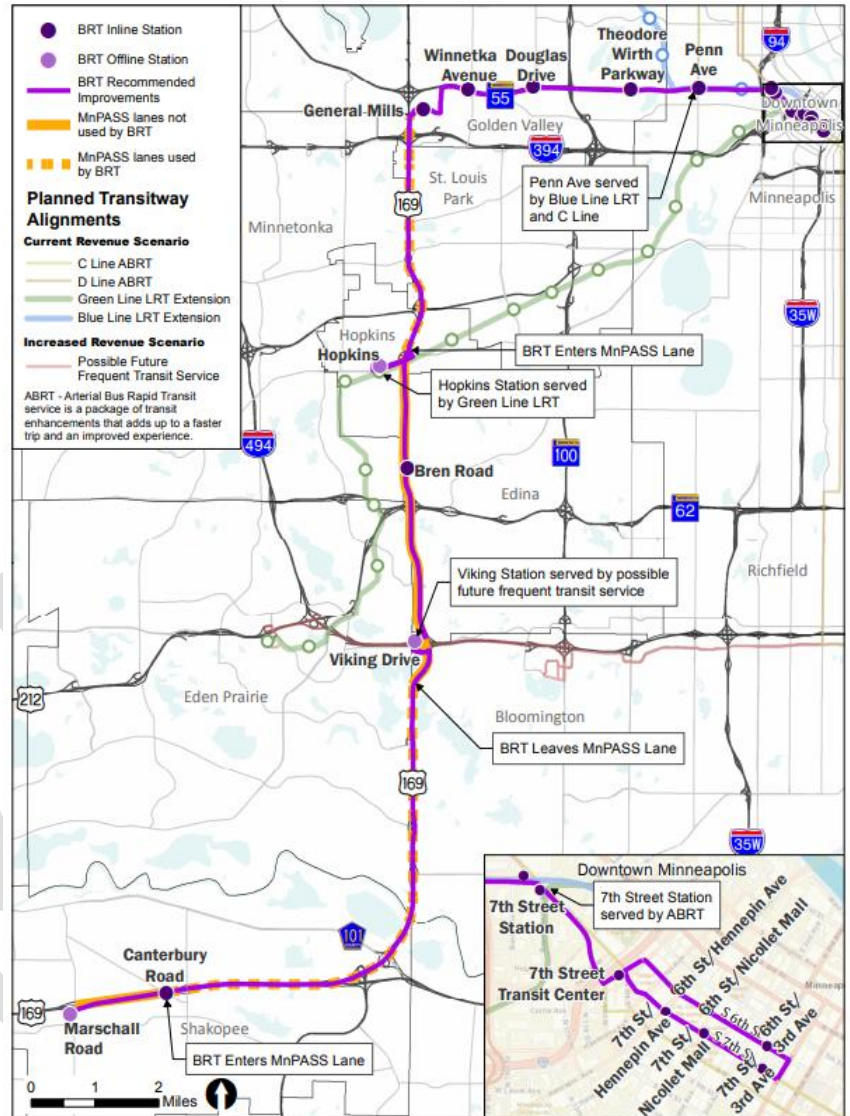


FIGURE 42: US 169 RECOMMENDED IMPROVEMENTS (SOURCE: US 169 MOBILITY STUDY, 2018)



Scott County along with MnDOT and the Metropolitan Council should reconvene and educate new leaders on the study and its findings and begin advocating for the implementation of the recommendations in phase one of the study.

Orange Line

Metro Transit's Network Next plan identifies the METRO Orange Line as a 17-mile planned bus rapid transit line that will connect Minneapolis, Richfield, Bloomington, and Burnsville along I-35W. The Orange Line is planned to open in 2021 and will be a frequent transit service. The service will operate all day and 7 days per week. The Orange Line will offer transit options for reverse commuters and running times that compete with the personal automobile.

Orange Line Extension

The METRO Orange Line Extension Study (2019) analyzed the implications of extending the METRO Orange Line south to the Kenrick Park & Ride in the City of Lakeville. This extension would add two or more transit stops to the initial line, Phase I, as shown in Figure 43: Orange Line Map. The study recommends that the Orange Line be extended to Burnsville Center Village. Based on ridership analysis the study found that an extension to Burnsville Center has the potential to add 220 riders in 2020 and 250 riders in 2040. An extension to Lakeville (including the Burnsville Central station) would add approximately 370 riders in 2020 and 450 riders in 2040. 52% of riders boarding the Orange Line at Burnsville Central station are estimated to walk to the station, with 31% transferring from another route, and 17% being dropped off. At Lakeville stations, it is estimated that 73% of riders will utilize the park and ride option. 18% is estimated to be dropped off and only 9% may be able to walk to this station.

For riders boarding at the Burnsville Central station, the top destinations are likely to be downtown Minneapolis and 98th St and 35W. For riders boarding at a Lakeville station, the top destinations were downtown Minneapolis, and Lake St & 35W.

Phase 2 of the project extends the Orange Line south to the Kenrick Park and Ride in Lakeville. This extension would benefit Scott County residents who utilize the Kenrick Park and Ride to access the current express service.

Scott County transit providers should continue to monitor ridership and develop service enhancements to create connections to the Orange Line. Scott County transit providers should also work with Metro Transit to determine locations for additional stations and collaborate on service to ensure efficiency and continuity of the transit system.



FIGURE 43: ORANGE LINE MAP (SOURCE: METROPOLITAN COUNCIL)



Southwest Light Rail Extension

The Southwest Light Rail extension, or the Metro Green Line Extension, will connect downtown Minneapolis and the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. The project received the Full Funding Grant Agreement from the federal government in September of 2020. The service is expected to begin operating in 2023.

Currently, MVTA Route 498, the Shakopee to Golden Triangle Express, travels within proximity of the Green Line's planned transit stations in the Golden Triangle of Eden Prairie (indicated by the red circle on the map). This provides an opportunity for the coming transit stations to become a transfer point for transit routes that serve residents and employees of Scott County.

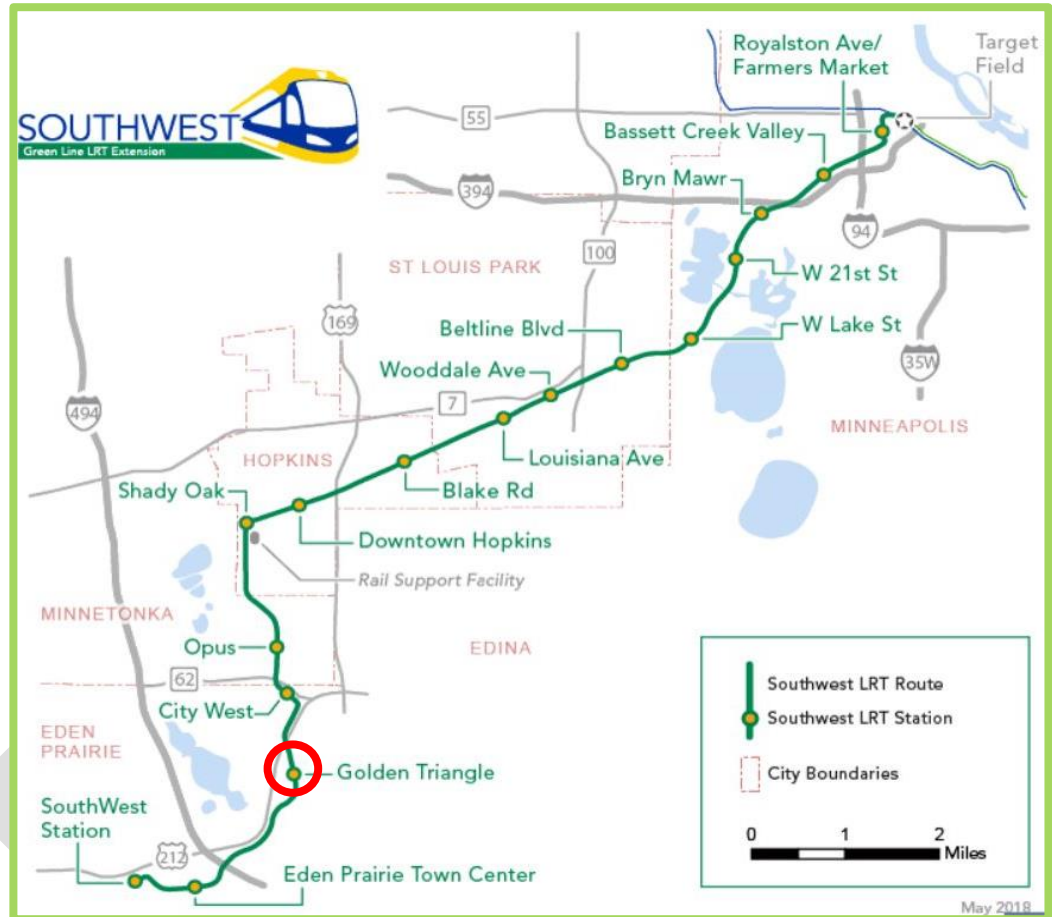


FIGURE 44: SOUTHWEST LIGHT RAIL EXTENSION MAP (SOURCE: METROPOLITAN COUNCIL)

Southwest Prime is also operating in Shakopee and could serve as an alternate connection for residents wanting to access the Southwest Lightrail. Scott County residents will be able to schedule a ride and connect to the Southwest LRT at the Southwest Station in Eden Prairie.

Scott County and transit providers should continue to monitor the demand to connect to the Southwest Green Line LRT Extension. Continuing to monitor ridership on MVTA route 498 and Southwest Prime will be good indicators of ridership and the need to implement additional services to the Southwest LRT extension.

East-West Transit Study

In the Spring of 2016, Scott County worked in collaboration with Dakota County and Kimley-Horn to develop the East-West Transit Study. The purpose of the study was to review and identify existing and emerging needs for transit on east-

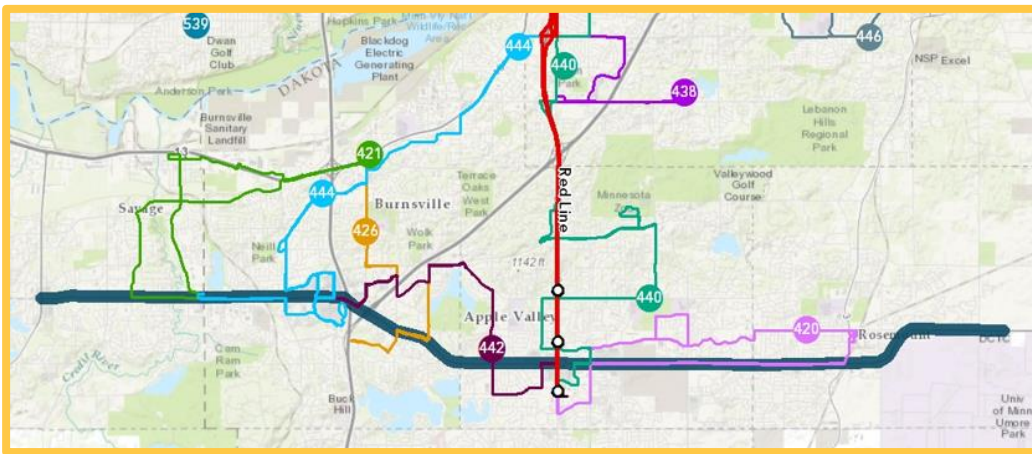


FIGURE 45: CSAH 42 TRANSIT CORRIDOR (SOURCE: MVTA)

west corridors in Scott County. The plan then determined which east-west corridors have the best potential to support new or enhance transit service.

The process of the study involved public and stakeholder involvement to assess current and future conditions through surveys, bus stop engagement and open houses. The study was also data-driven for analysis and evaluation

including a travel demand analysis. Overall, 25 corridors were evaluated with CSAH 42 ranking as a top corridor for further consideration based on technical analysis, public input, and policymaker feedback.

The map above identifies the CSAH 42 corridor between Mystic Lake and Burnsville Center. Several existing MVTA routes currently cross or travel on CSAH 42. Establishing fixed route transit on CSAH 42 between Scott and Dakota Counties would fill transit gaps on CSAH 42 and serve as a much-needed east-west transit connection. Despite the strong potential for this corridor to support an east-west connection in the region, land use patterns along the corridor are primarily commercial or single-family residential. These land uses are typically less supportive of transit.

The East-West Study recommended that additional analysis on CSAH 42 be extended to the MRTS in Shakopee. By extending this route, a full connection to other transit routes serving Scott County would be made. Riders could connect to both express and local services at MRTS.

The CSAH 42 service would not only strengthen connections between the existing transit service but would also create opportunities along the corridor for transit-supportive land uses. Developing mixed-use high-density developments along CSAH 42 would increase transit by increasing the overall density of housing and destinations in the corridor. Burnsville Center, a retail destination, is currently under study for redevelopment and will introduce mixed-use into the site. In Scott County, visitors and employees at Mystic Lake utilize transit to access this destination, strengthening the connection to CSAH 42 to increase ridership by providing additional service to patrons and employees.

Scott County should develop a partnership with Dakota County and MVTA to study the feasibility of transit on CSAH 42 between the two counties. This study should identify potential stop locations, transit infrastructure, current, and future land use patterns, and service development. This study would be the foundation of establishing future service along the CSAH 42 corridor.

Carver and Le Sueur County Connections

Scott County is part of the seven-county Metropolitan Council, which is the regional policy-making body and planning agency for the Twin Cities metropolitan region. Both Carver County to the west and Dakota County to the east are part of the Metropolitan Council as well. To the south, Rice, Le Sueur, and Sibley counties border Scott County and are not part of the Metropolitan Council. There are several opportunities to strengthen transit connections between Scott County and surrounding counties.



Carver County

SouthWest Transit is a suburban transit provider for the communities in the southwestern portion of the metropolitan region. SouthWest Transit is the primary transit agency for the communities of Chaska, Chanhassen, Eden Prairie, and Carver. Public transit service is provided to and from Downtown Minneapolis, the University of Minnesota, Normandale Community College, and the Best Buy Headquarters. Several seasonal services include transit service to the Minnesota State Fair, Twins, Vikings, and Gophers games, and select concerts.

Residents in western Scott County often utilize SouthWest by traveling to the park and rides in nearby Carver, Chaska, and Eden Prairie and taking express service to downtown Minneapolis and the University of Minnesota. Service frequencies are often slightly higher than similar MVTA services. With the addition of the Green Line Extension to the Southwest Station in Eden Prairie, it can be expected that Scott County residents will increase their use of park and rides located in Carver County to access transit. Future collaboration between SouthWest, MVTA, and Scott County could be necessary to determine the best service model for Scott County residents.

Le Sueur County

Le Sueur County is located south of Scott County and is not considered part of the seven-county metropolitan planning area, so transit service is limited. The city of New Prague is located in both Scott and Le Sueur Counties, presenting a transit challenge. Because Scott County is located in the metropolitan planning area, ADA and SmartLink Mobility Management service is offered to residents living in New Prague in Scott County. Expanding this service into Le Sueur County would be beneficial to all residents living in the city.

Town, Rural, Urban Express Transit (TRUE Transit) operates in Le Sueur, Blue Earth, and Nicollet counties at the border with Scott County. It offers a community dial-a-ride service offering residents an affordable public transportation option. Scott County should continue to coordinate with TRUE Transit to provide integrated service in Southwestern Scott County. Previous analysis has indicated that Scott County sees a large portion of residents traveling to and from Le Sueur County daily for employment purposes. Currently, transit service is offered in both Le Sueur and Scott Counties, but the service remains within each County. Creating a transfer system would be beneficial for residents in both Counties and would create a more cohesive transit option between the two Counties.

Scott County should continue to work with Carver County and SouthWest Transit to expand transit services. With the Green Line Extension being constructed Scott County, MVTA, and SouthWest Transit should collaborate to determine the best transit model for Scott County residents. Collaboration between Le Sueur and Scott Counties should also be explored to determine the best model to connect transit services between the counties.

The Regional Transit Service and Facility Development recommendations are available in Chapter 8: Recommendations at the end of the plan. The recommendations focus on the important regional connections that transit currently provides in Scott County, as well as those connections not currently being served by transit in Scott County. These recommendations envision a transit system that connects and integrates shorter, local trips with longer commutes and more distant travel destinations. The recommendations address inter-city bus service, the US 169 transitway, the County Highway 42 (CH 42) corridor, the Dan Patch corridor, existing rail corridors, and the Trunk Highway 13 (TH 13) corridor. The implementation partners identified for this group of recommendations include Scott County, cities, Dakota County, transit providers, and Metropolitan Council. Refer to Local Fixed Route and Micro Transit Service for discussion of Scott County connections to the METRO Orange Line and METRO Green Line Extension.



CHAPTER SEVEN:

Transit Funding and Governance



Chapter 7: Transit Funding and Governance

Transit services are funded through a partnership that includes local, regional, state, and federal participation. In the seven-county Twin Cities metropolitan area that includes Scott County, federal, state, and regional funding for public transit is administered by the Metropolitan Council and the Minnesota Department of Transportation. Within the region, Metropolitan Transportation Services (MTS) and Metro Transit divisions of the Metropolitan Council plan, coordinate, and administer transit services. MnDOT's Office of Transit and Active Transportation administers financial assistance to public transit systems in Greater Minnesota, including all 80 counties outside the Twin Cities metropolitan area.

Public transit funding in Scott County comes from four primary sources:

- Federal Transit Funding Grants (5310, 5311(f))
- State General Fund Appropriations
- State Motor Vehicle Sales Tax (MVST)
- Scott County Transportation Sales Tax

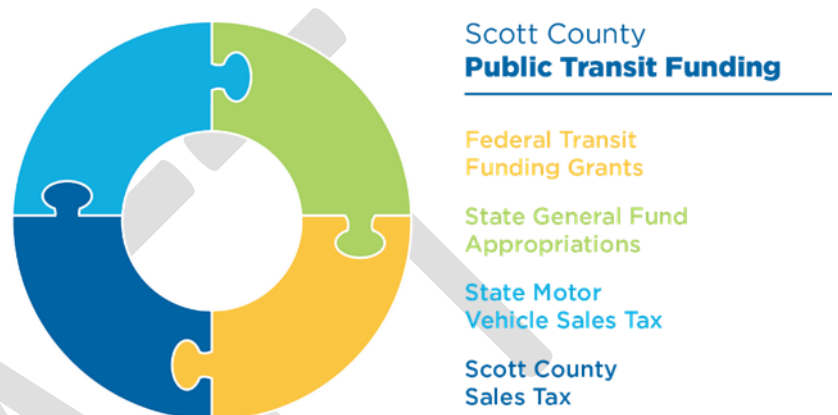


FIGURE 46: SCOTT COUNTY FUNDING SOURCES

These sources have been generally consistent over time and are anticipated to continue to be the main funding mechanisms for transit in Scott County. It is anticipated that these funding sources will not change significantly because of the COVID-19 pandemic and can be considered reliable in the future. Scott County has and will continue to review and develop strategies to seek new funding beyond traditional sources. This chapter provides a review of existing transit funding sources and identifies potential future funding needs and opportunities.

Federal Funding Sources

Public transit in Scott County is funded using several federal sources. Federal funding is managed and administered by the Minnesota Department of Transportation, as described below.

5311(F): Intercity Bus Program

The intercity bus service provided by Land to Air in Scott County is partially funded by the FTA through the "Formula Grants for Rural Areas" program. The "Section 5311(F)" program provides planning, capital, and operating funding to states to support public transportation in rural areas. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Land to Air is programmed to receive roughly \$405,000 in federal funds and \$405,000 in state funds annually.

Section 5310: Enhanced Mobility of Seniors and People with Disabilities

The Section 5310 Program provides funding to states and other designated recipients to improve mobility for seniors and individuals with disabilities. This program provides grant funds for capital and operating expenses to recipients for



vehicle purchases and improvements, contracted travel services, and other programs such as travel training, volunteer driving programs, and mobility improvements.

The 5310 program is funded in part by the FTA, as authorized under 49 U.S.C. Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (CFDA 20.521). The funding provided to each state is based on a formula that considers the number of seniors and individuals with disabilities in each area. In 2019, Minnesota received \$4,020,550 in funding. The funding designated to the State of Minnesota each year is then passed to local providers through an annual competitive application process. While 5310 funding may pay for up to 80% of capital and operating costs, a local match of 20% is required by each grantee.

2019 5310 Appropriations		
	Federal	Minnesota
Urban Areas (200,000 or more)	\$166,948,775	\$2,083,508
Small Urban Areas (50,000-199,99	\$55,649,591	\$672,285
Rural Areas	\$55,649,591	\$1,264,757
Total	\$278,247,957	\$4,020,550

TABLE 5: 5310 APPROPRIATIONS (SMARTLINK, 2019)

Section 5335: National Transit Database

The United States Congress established the National Transit Database (NTD) to be the Nation's primary source for information and statistics on transit systems in the United States. The statute requires recipients of grants from the Federal Transit Administration under the Urbanized Area Formula Program (5307) or other Urbanized Area (Rural) Formula Program (5311) to submit data to the NTD. Both MVTA and SmartLink Mobility Management report to the NTD. Each year NTD performance data is used to apportion over \$5 billion of FTA funds for transit agencies; MVTA and SmartLink included. Funding is distributed back to the region and the County benefits through vehicle replacement.

Federal Funding Trends

Scott County transit providers set customer prices for service with consideration of anticipated 5310 and 5311(f) funding. Section 5310 and 5311(f) subsidies reduce the rates that providers charge riders. More federal funding for transit would allow operators to make choices like:

- Maintain passenger fares in the face of higher operating costs
- Increase service availability. For SmartLink, this could include expanding service hours or the geographic coverage area to serve people in rural areas who are currently not served or who are underserved because of the high cost of providing transportation for them. For Land to Air, this could include expanding its service area or increasing its trip frequencies. For non-profit transit providers, this could include expanding services for outings and other special events.
- Offer operators more training or higher levels of compensation to improve operator attraction and retention.

By contrast, federal funding stagnation and cuts would result in transportation services that are less likely to reach remote areas; transportation providers that are less likely to attract, train, and retain skilled drivers; providers would



have to raise more money privately or pass along more transportation costs to participants. Higher charges to users are likely to result in reduced use of services. Scott County should continue to advocate for maintaining or increasing federal 5310 and 5311(f) subsidies to support transit service for seniors and disabled populations, and transit service connecting Greater Minnesota and the Twin Cities metropolitan area.

State Funding Sources

Public transit in Scott County is funded partially through the four state sources described below:

State General Funds

The state has historically provided a general fund appropriation for transit operating purposes. These revenues are in large part allocated to Metro Mobility operations and for the state's 50 percent share of transitway operations.

Shortfalls in the state's general fund tend to create a lot of uncertainty in transit funding. Examples include concerns that the state will not be able to continue funding Metro Mobility and choose not to fulfill its commitments to fund transitway operating costs. According to the Metropolitan Council, if the state and Counties do not provide sufficient transitway operating funds once the transitway is in service, Metro Transit will need to reallocate funding from bus services and maintenance and affect transit operations throughout the region. The Legislature should not commit capital funds to any transit projects without ensuring ongoing operating revenues have been identified.

The Legislature can encourage transit providers to fully account for transit operating costs throughout the state by requiring systemwide operating financial plans to be available to the Legislature before the Legislature commits transit capital funds. While the commitment of future operating funds cannot be guaranteed, this requirement will help ensure that revenue sources for operating costs are identified before the region commits to building additional transit services.

State General Obligation Bonds

The state also has periodically allocated revenues from state general obligation bonds for transit capital purposes. The Metropolitan Council has received bond appropriations for the development of federally and locally funded transitways and facilities such as maintenance garages.

Live Well at Home Funds

For almost 20 years, Live Well at Home grants through the Minnesota Department of Human Services have supported a variety of efforts to help the growing number of Minnesotans age 65 and older maintain their health, independence, and community involvement. Grants are intended to stimulate innovation by providing one-time, start-up funds to test new approaches in housing and home and community-based services development and to develop and support core home and community-based service providers. Rural transit service to support the elderly and disabled is eligible for funding under this grant program.

Motor Vehicle Sales Tax Revenue (MVST)

The motor vehicle sales tax, or MVST, is a 6.5 percent tax applied to the sale of new and used motor vehicles registered in Minnesota. The rate is based on the purchase price, and the tax is imposed instead of the state general sales tax (Minn. Stat. §§ 297B.02, 297B.13). MVST is collected by auto dealers at the time of sale or, for private sales, by deputy registrars when the vehicle is registered.



Historically, MVST revenue was allocated to the state's general fund to support transportation purposes (there was not a dedicated source for transit funding at this time). After a series of legislative changes between the years 2000 and 2006, the MVST revenue distributed to roads and transit was increased. In 2001, Minnesota Statutes 473.388 was amended to set out the formula under which suburban transit providers would receive a share of MVST. In 2006, a constitutional amendment required all Motor Vehicle Sales Tax (MVST) revenue to be dedicated to transportation and removing the state's general fund apportionment, except to fund Metro Mobility. The 2006 constitutional amendment established that 40 percent of MVST funding is dedicated to transit. Of the total MVST funding, 36 percent is assigned to Twin Cities metropolitan area transit, and the remaining 4 percent is dedicated to Greater Minnesota transit. The 2006 legislation guaranteed the suburban providers would receive the same percentage they were receiving before the constitutional amendment: 21.5 percent. This guarantee is known as Base MVEST.

Minnesota law does not specify how the 2006 constitutional amendment's Regionally Allocated MVST should be allocated among Twin Cities metropolitan area transit providers. This lack of clarity has caused conflict between the Metropolitan Council and the Suburban Transit Providers. As part of the region's federally recognized metropolitan planning organization and as the recipient of federal and state funding, the Metropolitan Council has substantial oversight responsibilities for transit services in the region. A formula-based approach should be developed to provide the suburban transit providers like MVTA a guaranteed share of these supplemental funds.

Suburban Transit Providers Share of MVST

Legislation passed in 2007 guaranteed the region's suburban transit providers-- Minnesota Valley Transit Authority (MVTA), SouthWest Transit (SWT), Plymouth MetroLink, and Maple Grove Transit--would continue to receive a minimum of 21.5 percent of state transit funding allocated to the Twin Cities metropolitan area. In addition, the suburban transit provider share of Twin Cities transit MVST revenue was phased to increase over 5-years; the amount above the legislatively identified 21.5 percent base is known as "Regionally Allocated MVST".

In 2020 MVTA
received
\$18,775,395 in
MVST funding.

The Metropolitan Council is tasked with allocating MVST funds among Metro Transit, Metropolitan Council-contracted transit service providers, and the Suburban Transit Providers as specified in the constitutional amendment. As of 2020, the Metropolitan Council uses a procedure that distributes these additional MVST funds based on regional priorities. The Metropolitan Council worked with the Suburban Transit Providers to develop the Regional Operating Revenue Allocation Procedures. These procedures prioritize the use of the Regionally Allocated MVST funds as follows: (1) preserve existing services, (2) ensure adequate fund balances among providers, and (3) expand transit services based on regional priorities.

The Metropolitan Council is currently in the final stages of their Transit Service Allocation Study, which will provide insight on how resources (funding) are currently distributed between agencies. The plan will provide an analysis of different scenarios for regional stakeholders to discuss that will lead to strategic recommendations for policies, goals, or guidelines on how transit can best reflect regional values when considering competing roles.

Scott County should continue to advocate for increased state funding to support transit. The County should also support local transit providers in their efforts to maintain full MVST funding for suburban transit providers. The County should continue to oppose the reallocation of any state transit operational funding to agencies such as the Metropolitan Council or MnDOT. Scott County should continue to support suburban transit providers in their efforts to create a



formula-based approach to provide the suburban transit providers like MVTA a guaranteed share of these supplemental funds.

Regional Funding Sources

Public transit in Scott County is funded using one source of regional funding allocated within the seven-county Twin Cities metropolitan area.

Transit Capital Levy Communities (Transit Taxing District)

The Transit Taxing District (legislative mandate 473.446 Section 7) establishes the list of communities in the metropolitan area on which property taxes are levied to generate funding for transit services. These communities include the cities of Minneapolis, St. Paul, and all incorporated cities contiguous to Minneapolis, St. Paul, or to each other, which results in a continuous boundary. Typically, the funds generated in the Transit Taxing District are used to fund transit vehicle replacement, existing transit infrastructure replacement, or as the required local match to federal funds. The funds are collected by the State of Minnesota and administered by the Metropolitan Council. The Transit Taxing District includes

As of 2020, the current transit taxing levy in Scott County is 0.014%. The median home in the Transit Taxing District in Scott County costs roughly \$344,200 equating to \$48.23 allocation to the transit tax.

municipalities or townships generally served by the fixed-route transit system, including suburban transit providers. However, inclusion in the Transit Taxing District is not a guarantee that fixed-route transit will be provided.

As shown in Figure 47: Transit Capital Levy Communities District Map, Shakopee, Prior Lake, and Savage are in the Scott County portion of the Transit Taxing District. These communities are serviced by the Minnesota Valley Transit Authority.

In recent years, the City of Lakeville joined the Transit Taxing District. The service agreement with Lakeville resulted in the construction of two park and ride facilities within city limits: one along I-35W and another on Cedar Avenue/MN TH 77. Expanding the taxing district to include more Scott County communities is a first step to expand the geographic coverage of public, fixed-route transit services in Scott County. An incremental approach would be to expand the taxing district in Northern Scott County to coincide with developments as needed. Further

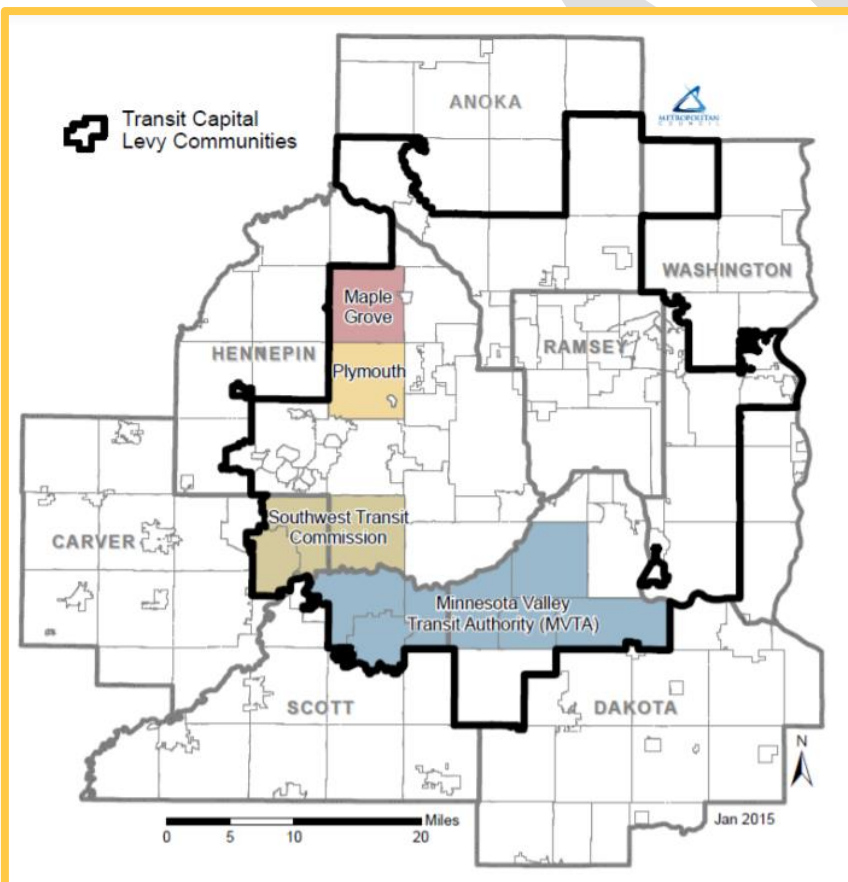


FIGURE 47: TRANSIT CAPITAL LEVY COMMUNITIES DISTRICT MAP (SOURCE: METROPOLITAN COUNCIL; 2020)



analysis is recommended for the cities of Credit River (expected in 2021), Jordan, Belle Plaine, and Elko-New Market to determine if joining the taxing district is feasible in the future based on population densities and development.

Scott County should continue to evaluate the transit needs based on population and densities within the transit tax district for strategic expansion. Scott County should work with Cities and transit providers to identify these areas of expansion.

Local Funds

Scott County Transportation Sales Tax

In 2015, the Scott County Board of Commissioners authorized a Transportation Sales Tax to help fund road, bridge, and transit projects within the County. The tax is a ½ percent sales tax and \$20 excise tax on vehicles purchased for road use which generates approximately \$9 million annually. By Board resolution, the local sales tax will be collected for seven years, from October 1, 2015, to December 31, 2022. The tax allocates up to \$1 million annually to transit capital and operating expenses in one or more of the following categories:

- Express bus service expansion to more destinations
- Increase service hours for Express and Dial-a-Ride Services
- Enhance reverse commuting and local service in Scott County
- Capital expenses, i.e., buses, stations, park and rides, bus shoulders, and dedicated bus ramps on highway interchanges

The list and figure below illustrate projects that Scott County has identified that will require additional funding to implement. Many of these projects also include state and federal funds, which require local matching funds. The sales tax revenue will help accelerate these projects while allowing the County to use its traditional sources of funding to maintain its current transportation system.

2015-2022 Transportation Sales Tax Transit Funded Projects

SmartLink Mobility Management and Scott County:

- Extended service hours during nights and weekends (Scott County Only)
- Daytime Service Enhancements
- Trail Connection to Marshall Road Transit Station
- Trip Spark Novus Software for Medical Assistance
- MRTS Roof Repair
- Park and Ride Sealcoat at all location
- Gate Enhancements at MRTS and Southbridge
- Atwood Street Bus Pullout

MVTA

- Operations funding for Demonstration Route 495
- Operations funding for Route 498
- Buses for Route 495
- Two Bus Shelters

FIGURE 48: SCOTT COUNTY TRANSPORTATION SALES TAX PROJECTS (SOURCE: SCOTT COUNTY)



The Scott County Transportation Sales Tax expires in 2022. To continue providing investments like extended MVTA Express Bus and SmartLink Mobility Management service hours, it will be crucial to extend the tax in Scott County. Reducing or eliminating this service would create a transit barrier for those residents currently utilizing these services. Funding at the regional, state, and federal levels is unlikely to be able to fill the potential fund gap if the sales tax ends in 2022. Scott County should support the continuation of the Transportation Sales Tax to encourage continued investment in transit-supportive infrastructure that will develop cooperative service models and promote innovation.

Shakopee Mdewakanton Sioux Community (SMSC)

The Shakopee Mdewakanton Sioux Community (SMSC) has a partnership with the Minnesota Valley Transit Authority (MVTA) to provide more transportation options for people in the southwest metro. The agreement between MVTA and the SMSC adds five direct stops to and from the tribe's Mystic Lake Casino Hotel along MVTA's current Route 495, which runs daily between Bloomington, Burnsville, and Shakopee. The total cost of the expanded service is covered by a \$75,000 contribution from the SMSC. Scott County should continue to support transit innovation and services between the Shakopee Mdewakanton Sioux Community and Scott County transit providers.

Future Funding Outlook

Transportation Policy Plan

The region's Transportation Policy Plan (TPP) estimates that 93 billion dollars will be available for transportation between 2015 and 2040 in the region, as shown in Figure 49: Transportation Policy Plan Funding Sources. Of these, about 48 percent of funds are from local sources (taxes, fares), 38 percent are from state taxes and fees, and 14 percent are from federal sources. When spending these funds, about 45 percent are designated for local transportation, 38 percent for transit, and 17 percent for highways. This funding level will not meet the needs of the region's transportation system over time, and inadequate transportation funding remains a major issue facing the region.

According to the Metropolitan Council, current funding levels can maintain today's transit system, but cannot support the ability to improve or expand the bus system. Current funding levels, primarily due to local revenues from the county sales taxes for transit, provide slow growth for transitways (light rail, bus rapid transit), and are not enough to meet the needs of a growing region. To provide for future transit demand, the region envisions expanding service by at least 1% per year or about a 25% increase in service from 2015-2040. This service increase would include new routes and facilities and increased frequency of service and improved facilities on existing routes, as well as growing service to better serve the current population and job base and meet the needs of the growing population and job base within the region. From 2015 – 2040, growing the bus system by 1% annually could require an additional \$1.8 billion - \$2.2 billion.

From 2015 – 2040, growing the bus system by 1% annually could require an additional \$1.8 billion - \$2.2 billion.

The TPP identifies two funding scenarios--current and increased revenues--to demonstrate potential transit growth in the region. The Current Revenue Scenario assumes that funding levels will remain in their current state. Under the Current Revenue Scenario, Scott County will not see an expansion of regional transit service. Figure 50, shows funded



transit expansion in Dakota, Hennepin, Ramsey, and Washington Counties including the Gold Line, Orange Line, Blue and Green Line Extensions, and several arterial bus rapid transit lines.

Under the Increased

Revenue Scenario (Figure 51), several additional projects could be implemented by 2040 based on current development stages. Transitways in represents a vision of corridors throughout the region that could be explored with additional revenues. Because the details of each corridor are not known until a corridor planning process has been completed, the revenue needs for this scenario are not complete. However, as corridor planning processes progress, the details in the TPP can be updated to illustrate a more comprehensive revenue vision. There are currently several potential projects in the Increased Revenue Scenario that have completed corridor planning processes but are not able to be funded with current revenues.

The Highway 169 Bus Rapid Transit has been identified as a *project with study recommendations but an Incomplete Funding Plan* under the Increased Revenue Scenario. This project would connect northern Scott County to cities along Hwy 55 in Hennepin County and along Hwy 55 to downtown Minneapolis. Furthering this study will be beneficial to position the project as a higher priority under the Increased Revenue Scenario.

Advocating for increased funding should remain a top priority for Scott County to see these improvements implemented. Furthering the US 169 Mobility Study will also aid in advocating for the US 169 corridor improvements. Developing a finalized plan with identified modes and alignments will strengthen the argument for the need as well as moving the project from “Accelerated Transitway Under Study” to a funded project in the TPP.

According to the TPP, Additional revenue will need to be considered. The region will grow by more than 800,000 people between 2015 and 2040 and local transportation funding needs must be considered as part of any transportation funding proposal that moves forward at the state legislature. Local funding needs go beyond pavement preservation and must also consider local bridge replacement, expansion needs, and other infrastructure needs including the addition of intelligent transportation system technologies.

Scott County and transit providers should continue to advocate for the US 169 mobility enhancements to be added to the Increased Revenue Scenario in the TPP. Scott County and transit providers should also continue to advocate for increased funding for the implementation of the US 169 Mobility Study recommendations. The County should also begin developing a finalized plan with modes and alignments to strengthen the need to move this project into the Increased Revenue Scenario and be identified as a corridor that has a completed study.

REGIONAL TRANSPORTATION REVENUE 2015-2040 \$93B CURRENT REVENUE SCENARIO (BILLIONS)

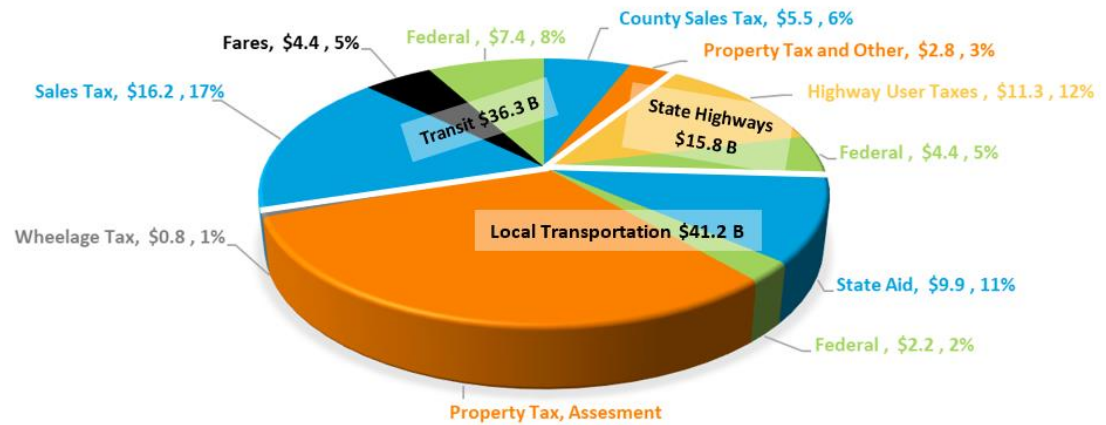


FIGURE 49: TRANSPORTATION POLICY PLAN FUNDING SOURCES (SOURCE: METROPOLITAN COUNCIL)

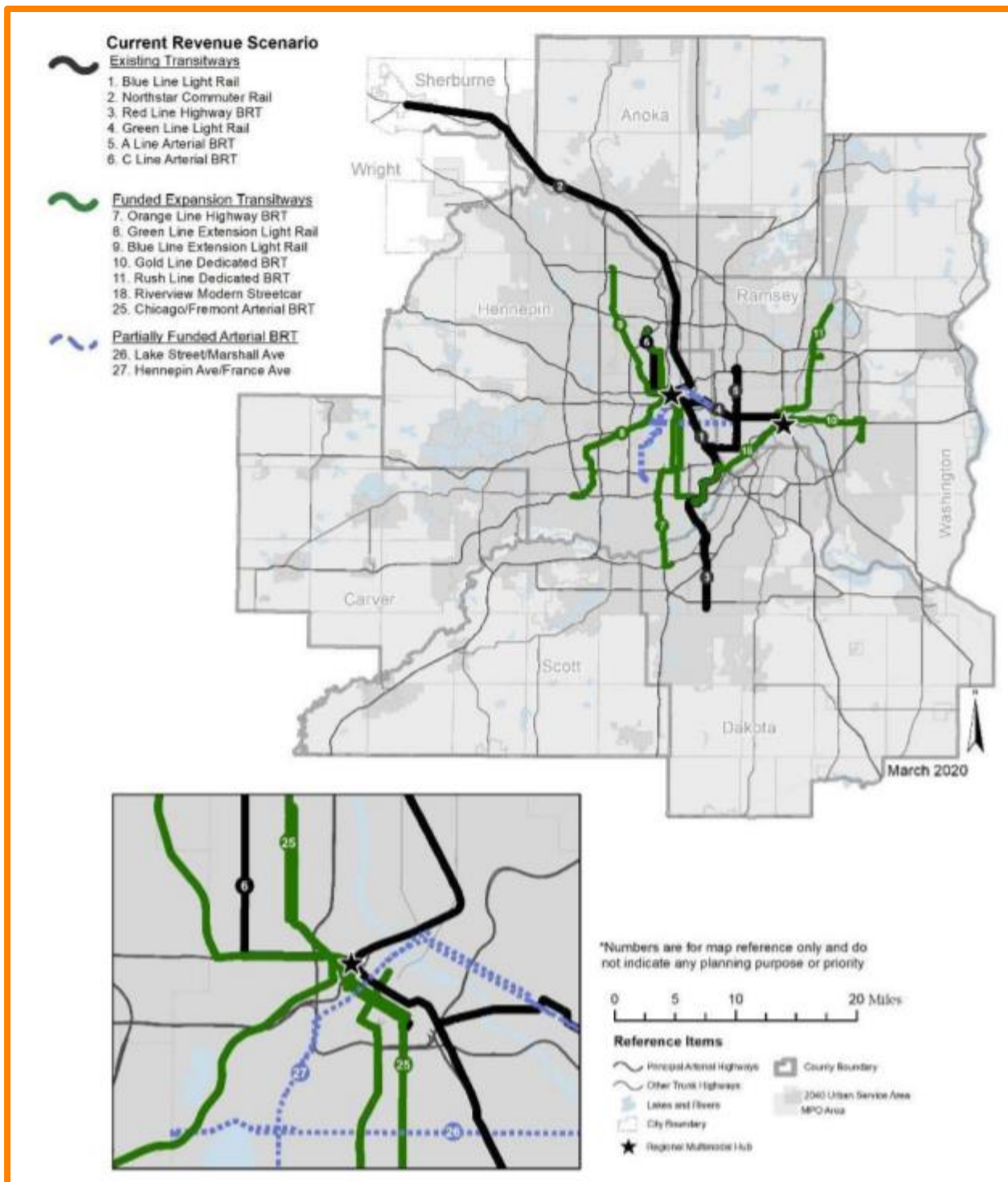


FIGURE 50: CURRENT AND FUTURE TRANSITWAYS UNDER CURRENT REVENUE SCENARIO (SOURCE: METROPOLITAN COUNCIL)

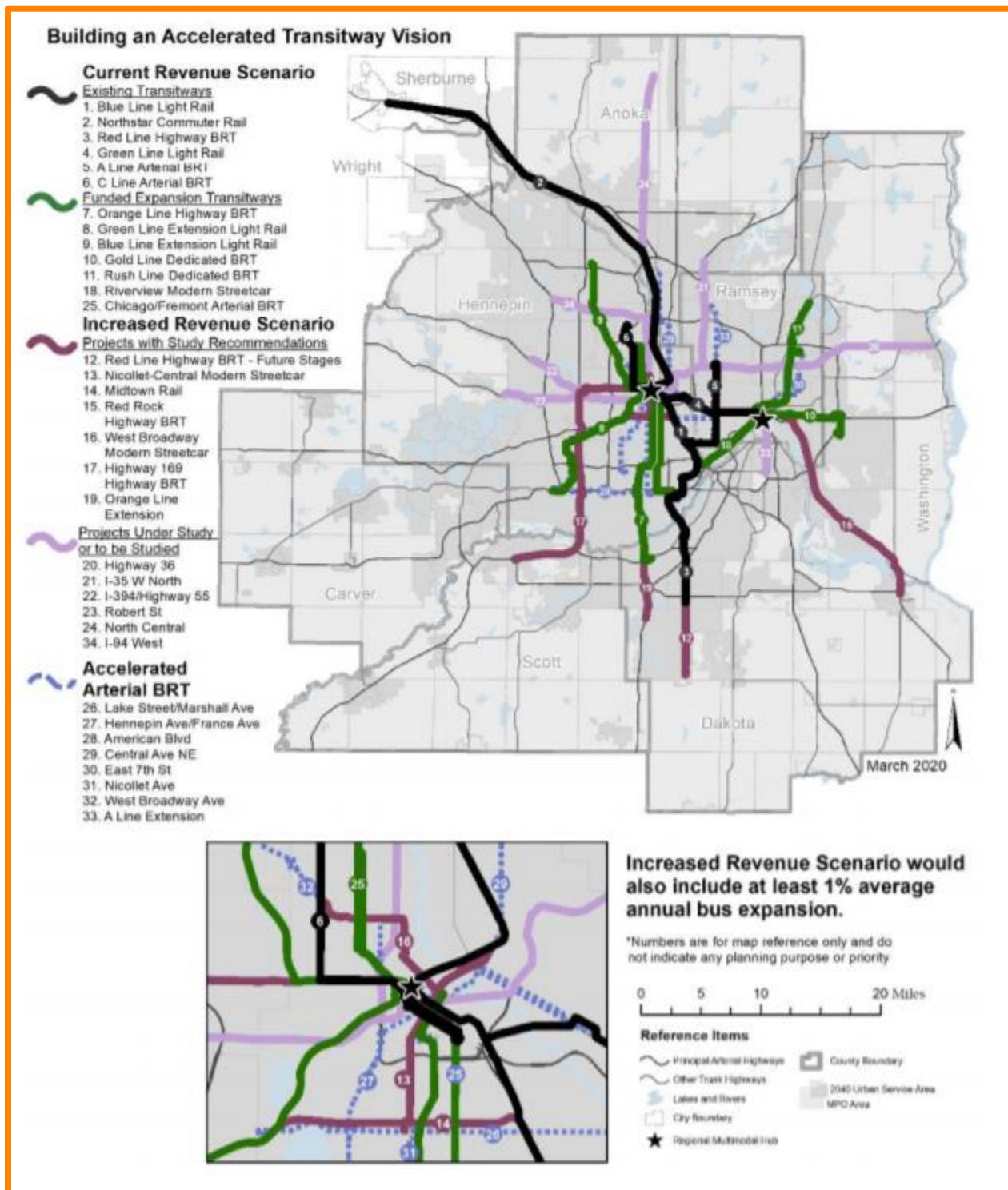


FIGURE 51: CURRENT AND FUTURE TRANSITWAYS UNDER INCREASED REVENUE SCENARIO (SOURCE: METROPOLITAN COUNCIL)



Current Transit Expenditures

Historically, transit funding has been used in Scott County for transit operating costs and capital expenditures such as bus purchases, bus garages, park and rides, and transit stations. The text that follows provides a summary of the expenditures and funding sources.

SmartLink Mobility Management

Historically, SmartLink Mobility Management has been funded by federal, state, and local sources. SmartLink utilizes innovative funding opportunities resulting in SmartLink becoming a leader in Mobility Management in Minnesota. An example of nontraditional funding sources included a CMAQ grant for a travel trainer or seeking Mobility Management Grants.

Capital Expenditures

SmartLink Mobility Management has a variety of capital expenditures to maintain and expand when it comes to transit services in Scott County. Traditional funding sources such as the 5310 grant are utilized for mobility management for the coordination of transportation options. SmartLink has also sought innovative opportunities to strengthen its service for the residents in Scott County.

Since 2009 Transit Link (Dial-A-Ride) has received buses as needed from the Metropolitan Council as part of the Regional Fleet Replacement Program for the operation of the Dial-A-Ride system in the seven-county region. The Metropolitan Council also provides the software for Transit Link (dial-a-ride). The current inventory for Transit Link (Scott/Carver Counties) is 22 vehicles. These buses are typically replaced on a five to seven year replacement plan.

Operating Expenditures

Transit Link (dial-a-ride) funding is secured by a 5-year (2019-2023) contract for Dial-a-Ride services for Scott/Carver Counties with the Metropolitan Council Transportation Services department. Currently, Scott/Carver Counties, under SmartLink Mobility Management, sub-contracts with a provider to provide these services at 102 revenue hours of service each day. These services travel between the 2 Counties seamlessly in comparison to other Metro Counties who must do transfers at County lines for any requests that go beyond the County borders. Scott County also funds expanded Dial-a-ride service on weekday evenings until 9PM and weekend services from 7:30-4:30. This is funded by Transportation tax dollars up to \$300,000/year.

MVTA

MVTA has four major categories of revenue: motor vehicle sales tax, charges for services (mainly passenger fares), operating grants, and other revenue. Motor vehicle sales taxes accounted for 63% of the revenue and operating grants made up 16% in 2019. These two revenue groupings accounted for 78% of MVTA's revenue. Charges for services made up 15% of the revenue with the remainder coming from other revenues.

Funding Innovative Opportunities

From 2009-2014 SmartLink received a Federal New Freedom Grant for cameras in the Transit Link (dial-a-ride) buses along with mobile data computers for onboard communication and up to the minute scheduling. These innovative grants allow for continued use of the camera systems in 20 of Transit Link (dial-a-ride)'s 22 buses used in Scott/Carver Counties, while the mobile data computers are a current fixture in Transit Link services throughout the Metropolitan Council Dial-a-ride region. These New Freedom Grants are no longer available.



MVTA OPERATING EXPENDITURES 2019 VS. 2020

Facilities Management Administration Other Transit Operations

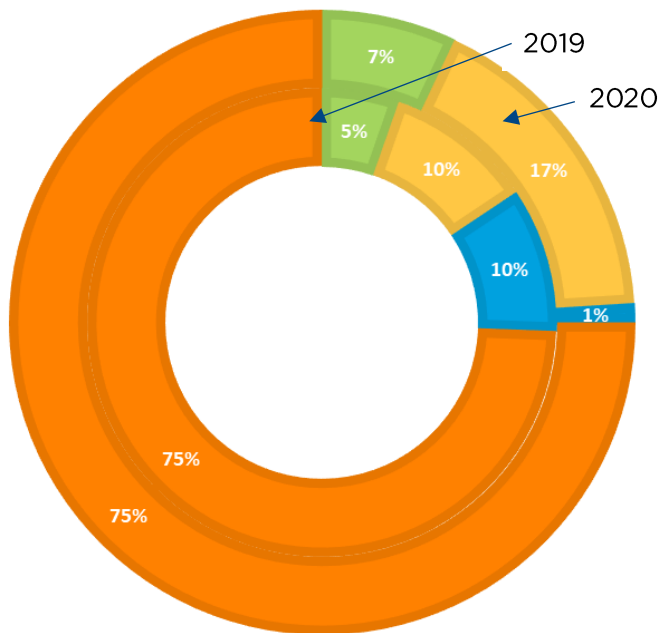


FIGURE 52: MVTA OPERATING EXPENDITURES 2019. VS. 2020 (SOURCE: MVTA)

Operating Expenditures

Transit operations accounted for 82 percent of MVTA's operating expenditures in 2019 (the inner circle) and 75 percent in 2020 (outer circle). According to MVTA, the majority of this cost was from providing transit service to area citizens. Administrative operations followed at 11 percent in 2019 17 percent in 2020.

Figure 51 also shows that MVTA funds these expenditures using four major categories of revenue: motor vehicle sales tax, charges for services (passenger fares), operating grants, and other revenue. Sources of the MVTA's operating grants include the Minnesota Department of Transportation, Met Council, and The Federal Transit Authority. Other revenues outside of the four major categories include revenue from various sources such as charter services and

Capital Expenditures

Capital expenditures for MVTA historically include facilities such as park and rides, transit stations, bus facilities, etc., and are generally funded by federal, state, and local grant programs. The majority of these capital funds are awarded based on competitive programs such as the Met Councils Regional Solicitation.

MVTA has developed and maintains a long-range Capital Improvement Plan (CIP) for future needs and services and to support various regional, state, and federal grant applications for the capital funds such as the Regional Solicitation and Federal Transit Administration Capital Grants. The MVTA staff coordinates the development of the CIP with the operating budget to ensure all operating costs associated with new capital projects are included. MVTA has implemented a six-year CIP in coordination with the Metropolitan Council and its Regional Plan. Each year the CIP is submitted to the Metropolitan Council for potential inclusion in the Met Councils Regional Plan.

MVTA OPERATING REVENUE 2019 VS. 2020

Operating Grants Motor Vehicle Sales Tax Other Revenue Charges for Service

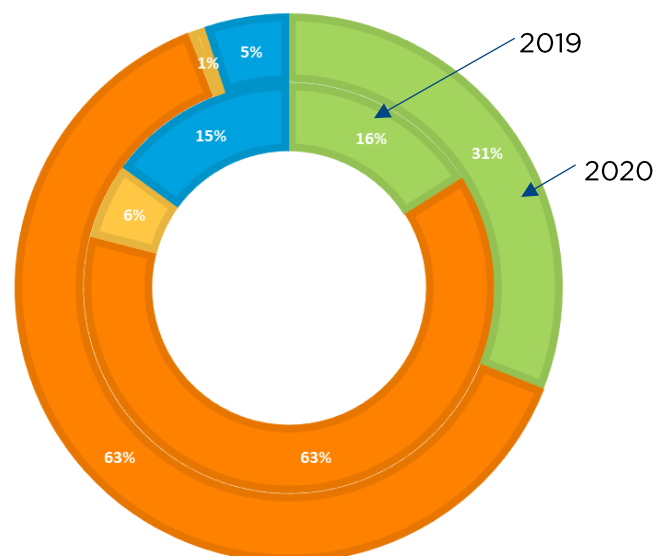


FIGURE 53: MVTA OPERATING REVENUE 2019 VS. 2020 (SOURCE: MVTA)



marketing. Scott County provided 561,100 dollars in operating grants to MVTA in 2019. In 2019, MVTA also received \$18,920,548 in MVST funding compared to \$18,775,395 in 2020, which includes a portion of the 21.5 percent base and some of the Regionally Allocated MVST. Motor vehicle sales tax accounted for 63 percent of revenue in 2019 compared to operating grants. The decrease in the 2020 revenues and expenditures is primarily from the impact of the COVID-19 pandemic.

A portion of both Transit Link and MVTA's revenue is uncertain and unpredictable due to several factors including political climate, the decline in ridership due to the COVID-19 pandemic, and a host of others. Scott County should continue to monitor revenues and expenditures of the transit provider within the County and seek and support alternative funding sources. Scott County should also continue to support MVTA's request to increase MVEST funding for transit in Scott County.

Governance

SmartLink

SmartLink is managed by a Mobility Board made up of elected officials, citizens, and County Human Services representatives to assure needs/gaps in the Counties are continuing to be addressed. The Mobility Board is advised by a Needs group, which focuses on transit gaps in various geographic areas, and a Provider group, which focuses on finding solutions to the gaps/needs discovered in the Needs group.

MVTA

Currently, transit in Scott County is governed by MVTA for fixed-route service. MVTA is one of several independent transportation agencies formed in the late 1980s under state legislation that allowed outer-ring suburbs to "opt-out" of centrally provided transportation services (MVTA, 2020). A nine-member board consisting of elected officials or their designees governs the MVTA. Each of the seven cities appoints one member to the MVTA Board and one city staff person as an alternate board member. The remaining two seats are filled by a Scott County and a Dakota County commissioner. Another County Commissioner serves as the alternate County representative, while County staff assist the MVTA as members of the Technical Work Group.

Under this model and by choosing to "opt-out" MVTA can have control over transit planning to better meet the needs of residents living in Scott and Dakota Counties.

Scott County should continue to monitor and evaluate the best service option for transportation in Scott County. The County should also study and evaluate alternative governance transit models within the County and explore the possibility of having transit within the County managed by another agency such as MnDOT or the Metropolitan Council.

The UTMP Funding and Governance Considerations recommendations are available in the next chapter,

Recommendations. The recommendations highlight and support existing streams of revenue that provide direct and indirect benefits to Scott County transit. The recommendations also identify funding priorities and frameworks that work for transit. The recommendations address the SCALE transportation advisory group, Scott County transit providers and funding partners, the Scott County transportation sales tax, sustainable funding for Transit Link (dial-a-ride service), Scott County transit capital levy communities, the Scott County transportation improvement program, the Scott County Regional Railroad Authority, the US 169 and Interstate 35 corridor coalitions, state transit funding, regional transit funding, and transit coordination. The implementation partners identified for this group of recommendations include Scott County, cities, SMSC, transit providers, MnDOT, and Metropolitan Council.



CHAPTER EIGHT:

Recommendations



Chapter 8: Recommendations

The first Unified Transit Management Plan (UTMP) completed in 2005 was a collaborative effort prepared and implemented through an elected official partnership from each of the cities in Scott County. The 2021 UTMP recommendations reflect this continued partnership, the Scott County Association for Leadership and Efficiency (SCALE) UTMP Update Charter goals and emphasize actions that can be achieved through local and regional investment. The UTMP is intended to be a flexible, living document for the next 10- to 15-year timeframe reflecting the market and taking advantage of opportunities as they present themselves.

The recommendations are grouped by chapter topic area. Each group of recommendations is introduced by a description of the topic area, including the partners responsible for advancing the recommendations and implementing them. Each recommendation also includes an implementation timeframe as well as a priority for implementation. Short-term is defined as 2021-2025; mid-term is defined as 2026-2030; long-term is defined as beyond 2030.

Land Use, Population and Employment

The land use, population and employment recommendations approach transit needs in the county through the geographic distribution of people and places, and the movements among them. These recommendations acknowledge the contributions that

shared land use authorities and the long-term land use planning strategies of Scott County, cities and townships have on the success of transit. The implementation partners identified for this group of recommendations include Scott County, cities, SMSC, Scott County CDA, and transit providers. In some cases, private partnerships with local businesses, developers, landowners, and Chambers of Commerce will also be needed for implementation.

Refer to Regional Transit Service and Facility Development for discussion of land uses around the Dan Patch corridor.
Refer to Funding and Governance Consideration for discussion of legislation regarding the Dan Patch corridor.

UTMP Charter Goals

- Understanding the **needs and limitations of transit** in Scott County.
- **Strategic expansion of transit infrastructure** to meet future service delivery models and transit needs.
- Coordinated local and regional investments to improve infrastructure and **support new and innovative mobility solutions** that serve the needs of transitional areas.
- Identify and understand **emerging transit options**.
- Coordinate and connect Scott County residents to regional and inter-regional transit networks through **creative collaborations and partnerships**.
- Ensure transit **services will be accessible** to vulnerable, disabled, senior, and transit-dependent populations to ensure transit equality among Scott County residents.
- Improve **transit accessibility for the workforce and employers** in Scott County.



	Land Use, Population and Employment	Timeframe
A.1.	Commuter Travel: Continue to identify and evaluate the temporary and lasting impacts of the COVID-19 pandemic on commuter travel patterns and transit passenger demand for express and local services.	All
A.2.	Land Use and Transportation Coordination: Continue SCALE training for newly elected officials and its focus on land use practices that support safe and efficient transportation.	All
A.3.	Land Use and Transportation Coordination: Continue SCALE technical team dialog among planners and engineers to promote awareness and collaboration on existing and emerging transit needs, land use considerations, and engineering standards.	All
A.4.	Land Use and Transportation Coordination: Through the comprehensive planning and zoning processes, continue to plan and implement new growth, development, and redevelopment that supports or can support multimodal use in corridors with employment and activity centers to improve the feasibility of expanded transit options in northern Scott County by 2050 (e.g., US 169, Interstate 35, TH 13, CH 42, and Dan Patch corridors).	All
A.5.	Land Use and Transportation Coordination: Support job and industry growth through thoughtful use of economic development tools and incentives to improve the stability of the Scott County workforce. <ul style="list-style-type: none"> a. Work with employers to promote working locally and recruit Scott County residents via the Live, Learn Earn website b. Use economic tools to recruit and maintain employers that have jobs that align with the County's workforce Profile 	All
A.6.	Land Use and Transportation Coordination: Continue to support cities in evaluating and evolving development patterns that provide households with opportunities to be less auto-dependent. <ul style="list-style-type: none"> a. Encourage the requirement of complete trail and sidewalk systems in new developments b. Consider integrating workforce housing and other more affordable housing opportunities within or within walking distance to employment areas c. Look for opportunities to allow retail convenience service opportunities at a neighborhood level to provide access via walking 	All
A.7.	Land Use and Transportation Coordination: Continue to support cities in planning, zoning, and incentivizing developers; transportation providers, including MVTA Connect and SW Prime; and housing partners to focus the development of workforce, affordable and supportive housing in locations near existing mobility hub locations or fixed transit routes or in areas only where logical service extension is feasible and can be supported <ul style="list-style-type: none"> a. The County, cities, and SMSC should prioritize incentives and support for tax credit housing to locations that best meet these transit site criteria. b. Transit Link (dial-a-ride), MVTA Connect, and SW Prime should be included in the state's workforce housing tax-credit applications. 	All



Local Fixed Route and Micro Transit Service

Local fixed route and micro transit service recommendations largely focus on addressing the transit needs of Scott Counties' urban areas. Fixed routes and the services that complement fixed routes, such as Metro Mobility and ADA mobility services serve larger activity centers and areas of higher residential and employment densities; while micro transit is emerging to operate within and serve less dense parts of the transit taxing district. The implementation partners identified for this group of recommendations include Scott County, cities, SMSC, transit providers, MnDOT, and Metropolitan Council. Refer to Regional Transit Service and Facility Development for discussion of transit advantages for fixed route services on major corridors.

	Local Fixed Route and Micro Transit Service Recommendations	Timeframe
B.1.	Transit Market Area Designations: Work through the Transportation Advisory Board to the Metropolitan Council to update the Transit Market Area designations to be more reflective and inclusive of innovations in public transportation service deployment, especially in the suburban markets.	Short-term (finish by 2023)
B.2.	Transit Customer Facilities: Work with transit providers to install bus stop signs and shelters at high-use locations along routes to promote awareness of transit routes and service. a. Equip signage and shelter Kiosks with bus stop ID to provide real-time bus arrival information or access to booking on demand service.	Mid-term
B.3.	Transit Service Development: Continue to support Scott County transit providers in monitoring, routinely evaluating, and modifying local fixed route transit services (e.g., Routes 495 and 498) to reflect housing, employment, and activity needs, including changes resulting from METRO Orange Line BRT opening in late 2021 and METRO Green Line Extension LRT in 2023.	All
B.4.	Transit Service Development: Work with MVTA to continue the Route 498 service on US 169 for a 3-year demonstration period, and evaluate it in the third year of service for maintenance using regional funding.	Short-term (the 3 years following the end of COVID-19 pandemic)
B.5.	Transit Service Development: Work with MVTA to evaluate performance on Route 495, adjust service to achieve subsidy targets, and work with the regional, state, and private funding partners to develop a sustainable funding model.	Short-term (MVTA systemwide study to be complete in 2021)
B.6.	Scott County Entertainment Route: Continue and expand partnerships with regional transit providers and public-private partnerships with entertainment destinations to increase transit access to Scott County entertainment venues and activity centers, including: a. Shakopee & Prior Lake Venues-Canterbury, Mystic, and Valley Fair Cluster b. Renaissance Festival-Mystic Partnership c. 169 Fall Venues-Severs, Minnesota Harvest, Renaissance Festival, Breweries, Emma Krumbees	Short-term (MVTA systemwide study to be complete in 2021)



	Local Fixed Route and Micro Transit Service Recommendations	Timeframe
B.7.	Existing Bus Service Recognition: Scott County and SMSC will work with MnDOT and Metropolitan Council to recognize Mystic Lake Routes, Land to Air service, Northfield Lines, and ridership in regional funding processes.	Short-term (before 2022 Regional Solicitation)
B.8.	Short- and Long-Range Transit Service: Study and identify concentrations of Transit Link (dial-a-ride) pick-up locations and develop fixed-route transit service plans to meet applicable pick-up and drop-off needs, including suburb-to-suburb and reverse commute services.	Mid-term

Mobility Management, Demand Responsive, and Emerging Technologies

Mobility management, demand responsive, and emerging technologies recommendations primarily seek to address the transit and mobility needs of Scott Counties' small cities and rural areas. Through policy and improved coordination and partnerships, these recommendations focus on supporting and improving existing Transit Link (dial-a-ride) /SmartLink Mobility Management services, as well as future technological advances in mobility. The implementation partners identified for this group of recommendations include Scott County, cities, SCALE, SmartLink Mobility Management, First Stop Shop, employers, schools, senior housing, I-494 Corridor Commission, MnDOT, and Metropolitan Council.

Refer to Transit Supportive Infrastructure for discussion of park and ride recommendations and transit supportive technology. Refer to Regional Transit Service and Facility Development for discussion of maintenance and expansion of inter-city transit.

	Mobility Management, Demand Responsive, and Emerging Technology Recommendations	Timeframe
C.1	Mobility Management Board: The Scott County Mobility Management Board should continue to partner with the nonprofit agencies, housing and transit providers, on-demand public and private transit providers, and the county employer network to assist with linking transportation, human services, and job options for people who rely on transit, including: <ul style="list-style-type: none">a. Maintain or improve travel trainer outreachb. Support Section 5310 vehicle purchase and sharingc. Partner with Metropolitan Council to promote commuter Vanpool program with residents, employers, and service providers in Scott Countyd. Improve simple, integrated, and comprehensive communication of transit service information, for example with Live Learn Earn website, Scott County Community Development Authority website, or a regional TMO approache. Strategically purchase social media for marketing transitf. Retain traditional communication tactics such as participating in Senior and Commuter service fairs and fliers/information brochures	All
C.2	Senior Mobility in Small Cities and Rural Scott County: Support city partners in developing and implementing vehicle purchase and sharing programs, like those funded by Live Well at Home grants.	All



	Mobility Management, Demand Responsive, and Emerging Technology Recommendations	Timeframe
C.3	Youth Engagement: Develop an ongoing engagement program focused on Scott County high school students and young adults to provide mobility education and work with providers to meet youth transit service needs.	Short-term
C.4	Private Transportation Options: Continue to monitor the increased availability of private on-demand services (e.g., Lyft, Uber) and explore the viability of private on-demand services to supplement or replace public on-demand services or the volunteer driver program.	Mid-term
C.5	Transit Link (dial-a-ride) Service Model: Partner with Carver County and the Metropolitan Council to explore the best Transit Link service model that maintains or improves existing levels of service in Scott County and establish the implementation plan before Transit Link 2024 contract expiration.	Short-term (before 2024)
C.6	ADA Public Transportation Service in Small City and Rural Areas: Continue to partner with MnDOT and Regional Transportation Coordinating Councils to maintain or improve point-to-point service for ADA clients in small urban and rural areas in ways that limit travel time and transfers.	All
C.7	SmartLink Mobility Management Customer Service: Expand SmartLink customer service options to allow customers to schedule rides outside staffed customer service hours.	Short-term
C.8	SmartLink Mobility Management Customer Service: Support SmartLink customer service representatives in staying current on all public transportation options available in Scott County.	All
C.9	Emerging Technology: Monitor and engage in emerging electric, connected, and autonomous, and connected vehicle technology development through an ongoing county staff functional experts committee (highway, traffic, fleet, facilities). This committee is expected to: <ol style="list-style-type: none"> Make sure decisions on ATMS system, signal technology, fiber, and other road infrastructure technologies stay aligned with the direction of the technology evolution. Consider installation of technologies (i.e., charging stations) to support state infrastructure guidance. Work with MnDOT, Metro Transit, and all transit providers to encourage standardization of technologies Monitor opportunities and readiness to consider a demonstration project (i.e., autonomous shuttle to event/hotel venues along the 83 corridors Cities and Transit providers should be brought into discussions as warranted 	All
C.1	Public Transportation Partnerships: Continue to coordinate with TRUE Transit in Le Sueur County to provide integrated service with New Prague and Southwestern Scott County.	All
C.1	Emerging Technology: Begin to identify opportunities to consider electric vehicle charging stations and take advantage of funding opportunities as they are presented.	All
C.1	Transportation Management Organization: Begin conversations about the need for a Transportation Management Organization in Scott County and explore development or partnership opportunities with the I-494 Corridor Commission.	Mid-term
C.1	Automated Transit Vehicle Pilot: Work with MVTA and MnDOT to develop and implement an automated transit vehicle pilot on a local bus route in Scott County.	Mid-term



Public Transportation Facilities

The public transportation facilities recommendations focus on the capital investments that directly contribute to the success of transit in Scott County. These investments range from technology upgrades that increase transit efficiency to bicycle and pedestrian facilities that facilitate and encourage transit usage. The implementation partners identified for this group of recommendations include Scott County, cities, SmartLink Mobility Management, transit providers, businesses, MnDOT, and Metropolitan Council.

	Public Transportation Facilities Recommendations	Timeframe
D.1.	Park and Ride: Study the impacts and benefits of Eagle Creek and Southbridge park and ride consolidation.	All
D.2.	Mobility Hub with Transit-Oriented Development: Work with communities to enhance park and rides and surrounding neighborhoods as mobility hubs including higher density, transit-oriented land uses.	Mid-term
D.3.	Park and Ride: Improve the usage of Eagle Creek by working with MVTA to enhance service levels originating from the Park and Ride	All
D.4.	Park and Ride: Working with cities and the County, strategically preserve and acquire future park and rides sites further south on the US 169 and Interstate 35 corridors in Scott County. Consider the use of these land assets as ridesharing lots before adding bus service. Support cities in preparing a detailed site plan that delivers transit-supportive land uses once a park-and-ride site is selected. <ul style="list-style-type: none">a. In Shakopee Annexation Area south of CH 69 on CH 169 (1-5 years)b. Convert the CH 70 Interchange Park and Pool Lot to Park & Ride for Express Bus Service.c. CH 2 area in Elko New Market (10+ years)d. CH17/TH13 area south Prior Lake (10+ years)	All
D.5.	Mobility Hub: Work toward developing Marshall Road Transit Station (MRTS) into a mobility hub by adding multimodal elements to enhance options users: <ul style="list-style-type: none">a. Completing pedestrian access to the facility from CH 17 and fixing a critical gap in the system from the north side of 169 to 17th Ave.b. Add Multimodal elements to MRTS bike lockers, electric vehicle charging stations, bike sharing, car, and van sharing for last mile connectionsc. Consider partnerships with vendors to provide on-site services (i.e., coffee kiosk, auto service valet, convenience services)	Mid-term
D.6.	Mobility Hub: Identify micro-hub locations in city and County comprehensive plans.	Mid-term
D.7.	Transit Supportive Bicycle and Pedestrian System: Encourage filling trail and sidewalk gaps on facilities providing access to fixed transit, park and ride facilities, and mobility hubs.	All



	Public Transportation Facilities Recommendations	Timeframe
D.8.	Transit Advantages: Work with MnDOT to complete bus only shoulders on congested highway corridors in Scott County: <ul style="list-style-type: none">a. US 169 across the Bloomington Ferry Bridgeb. TH 13 between US 169, the MVTA Burnsville Transit Station, and the METRO Orange Line Station	Mid-term
D.9.	Transit Advantages: Explore the technical feasibility of and funding options for implementing transit signal priority on the county highway system between US 169 and Eagle Creek park and ride to improve transit travel times	Mid-term
D.10.	Transit Advantages: Work with MnDOT to explore the technical and financial feasibility of implementing transit signal priority on the state and county highway system as fixed route and micro transit service expands in Scott County (i.e., CH 101, CH 83, CH 17, CH 42).	Long-term
D.11.	Transit Supportive Infrastructure: Consider transit facility needs in scoping and project charters for all county and state highway reconstruction projects (e.g., bus stops/stations/access points, reinforced pavement, shelters, bicycle, and pedestrian facilities, way-finding signage, and information kiosks)	All
D.12.	Transit Supportive Technology: Use a Traffic Management system to provide traffic information and promote transit use for commuting.	Short-term
D.13.	River Crossings: Form a steering committee and begin to study future river crossing alternatives for western Scott County (Shakopee to Jordan) and transit delays due to highway flooding caused by the Minnesota River.	All

Regional Transit Service

Regional transit services recommendations address the important regional connections that transit currently provides in Scott County, as well as those connections not currently being served by transit in Scott County. These recommendations envision a transit system that connects and integrates shorter, local trips with longer commutes and more distant travel destinations. The implementation partners identified for this group of recommendations include Scott County, cities, Dakota County, transit providers, and Metropolitan Council. Refer to Local Fixed Route and Micro Transit Service for discussion of Scott County connections to the METRO Orange Line and METRO Green Line Extension.

	Regional Transit Service Recommendations	Timeframe
E.1.	Inter-City Bus Service: Maintain and expand the 169 Connect and Land to Air Service frequency in the US 169 corridor consistent with market demands.	All
E.2.	Inter-City Bus Service: Collaborate with transit service providers in Blue Earth, Le Sueur, Nicollet, and Sibley counties to provide and expand local bus service connections with the 169 service.	All
E.3.	Inter-City Bus Service: Work with the Metropolitan Council to establish coordinated transit passenger fare payment at mobility hubs to support transfers between inter-city bus service and MVTA, SouthWest Transit, and Metro Transit services.	Mid-term



	Regional Transit Service Recommendations	Timeframe
E.4.	Inter-City Bus Service: Explore a partnership with Northfield Express or some other contract service to provide express service for commuter needs between Downtown Minneapolis or Interstate 494 Employment Centers and communities along Interstate 35 south of the Metro Transit service area.	Mid-term
E.5.	US 169 Transitway: Strengthen Scott County's partnership with cities, Hennepin County, and MnDOT to align facility investments to support MnPASS and BRT on US 169.	All
E.6.	CH 42 Corridor (east/west service with Dakota County): Explore and form a partnership with MVTA and Dakota County to study the feasibility of fixed route, suburb-to-suburb service on CH 42 between Rosemount and MRTS. a. Consider a pilot service project and develop recommendations for supporting infrastructure for transit-i.e., bus stop location, stop design, trail connection caps b. Identify redevelopment opportunity areas for more transit-oriented development along the corridor.	All
E.7.	Dan Patch Corridor: Continue to build support for the Dan Patch multi-modal corridor, for repeal of the Dan Patch corridor study prohibition legislation, and to allow the City of Savage and other stakeholders to study existing land use designations around the Dan Patch corridor.	All
E.8.	Existing Rail Corridors: Continue to monitor and engage in planning activities supporting efforts to bring multi-modal passenger transportation in the existing rail corridors over the long term.	All
E.9.	TH 13: Work with MnDOT, Burnsville, Savage, and transit providers to develop a transit-supportive TH 13 corridor as it evolves into a limited-access highway by providing: a. Online or inline station at Savage to enhance the transit customer experience for downtown Savage residents, and business employees, and visitors. b. Grade-separated bicycle and pedestrian facilities on roadways with bicycle or pedestrian demand crossing TH13. c. Improved access to transit stops along TH 13, the Dan Patch corridor, and Interstate 35.	Mid-term

Funding and Governance

Funding and governance recommendations highlight and support existing streams of revenue that provide direct and indirect benefits to Scott County transit. The recommendations also identify funding priorities and frameworks that work for transit. The implementation partners identified for this group of recommendations include Scott County, cities, SMSC, transit providers, MnDOT, and Metropolitan Council.

	Funding and Governance Recommendations	Timeframe
F.1.	SCALE Transportation Advisory Group: Maintain a SCALE Transportation Advisory group that meets regularly to monitor, discuss, and develop strategies to address Scott County transportation issues from a multidisciplinary and multijurisdictional perspective including city, township, county, SMSC, employers, school district, housing, and social service representatives.	All
F.2.	Scott County Transit Providers and Funding Partners: Work in Partnership with all Scott County transit providers, the Metropolitan Council, and MnDOT to:	All



	Funding and Governance Recommendations	Timeframe
	<ul style="list-style-type: none"> a. Develop a cooperative service model(s) that continues to promote innovation and adaptability in the evolving suburban and rural transit environments b. Encourage continuation of a structure that provides local input and decisionmaker on service levels c. Identify and increase funding allocations for suburban and rural transit commensurate with growth and development in the region 	
F.3.	<p>Scott County Transportation Sales Tax: Support continuation of the Scott County Transportation Sales tax to encourage continued investment in transit-supportive infrastructure that:</p> <ul style="list-style-type: none"> a. Provides county-wide or sub-regional benefit b. Meets the needs of people who rely on transit c. Reduces highway congestion d. As a secondary goal, improves regional workforce access to jobs in Scott County 	All
F.4.	<p>Scott County Transportation Sales Tax: Support continuation of the Scott County Transportation Sales tax to encourage continued investment in 3-year transit demonstration services</p>	Mid-term
F.5.	<p>Sustainable Funding for Transit Link (dial-a-ride): Identify a funding source for the continuation of extended Transit Link service hours in Scott County.</p>	Short-term
F.6.	<p>Scott County Transit Capital Levy Communities: Work with cities and the Metropolitan Council to strategically expand the Transit Taxing District in Scott County after successful demonstration service tests are completed and meet demand levels necessary for regional funding support.</p>	Mid-term
F.7.	<p>Scott County Transportation Improvement Program: Continue annual solicitation of city- and transit provider-nominated projects for consideration and inclusion in the County's Transportation Improvement Program, including acknowledging transit benefit as part of project multimodal ratings.</p>	All
F.8.	<p>Scott County Regional Railroad Authority: Explore the Regional Rail funding levy for future BRT or passenger rail corridor development in Scott County.</p>	Mid-term
F.9.	<p>US 169 and Interstate 35 Corridor Coalitions: Work with highway corridor coalitions in Scott County to continue to include the repeal of the Dan Patch study prohibition in their legislative platforms and initiatives.</p>	All
F.10.	<p>State Transit Funding: Continue to coordinate with MnDOT to maintain or secure additional funding for Scott County transit service, including the 169 Land to Air and Northfield Lines.</p>	All
F.11.	<p>Regional and State Transit Funding: Continue Scott County and SCALE coordination with Hennepin County, Metropolitan Council, and MnDOT to secure funding to continue advancing the implementation of the US 169 MnPASS and BRT study recommendations by:</p> <ul style="list-style-type: none"> a. Collaborating with MnDOT on preservation and spot mobility projects to ensure proper infrastructure support for future transit and MnPASS b. Working with the Transportation Advisory Board and Metropolitan Council to move the US 169 transitway and MnPASS lanes into the TPP fiscally constrained funding scenario c. Identify opportunities to implement interim transit services and increase transit ridership in the corridor 	All



	Funding and Governance Recommendations	Timeframe
F.12.	Transit Coordination: Work with partner agencies to encourage the Transportation Advisory Board to update Regional Solicitation scoring criteria to eliminate transit penalties for rural transportation projects.	Short-term (before 2022 Regional Solicitation)
F.13.	Funding: Work with MnDOT Team Transit to allocate resources for bus shoulder expansion in growing parts of the region.	All
F.14.	Governance: Continue to monitor and begin to evaluate alternative transit governance models for Scott County.	Mid-Term

DRAFT